

DEPARTMENT OF AGRICULTURE AND TECHNICAL INSTRUCTION
FOR IRELAND.

BANKING, RAILWAY & SHIPPING
STATISTICS, IRELAND.

[JUNE, 1905.]

Presented to both Houses of Parliament by Command of His Majesty.



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To

HIS EXCELLENCY WILLIAM HUMBLE, EARL OF DUDLEY, Lord
Lieutenant-General and General Governor of Ireland.

MAY IT PLEASE YOUR EXCELLENCY,

I am directed by the Vice-President to submit to Your
Excellency the following Report on the Banking, Railway, and
Shipping Statistics of Ireland for the half-year ended the 30th
June, 1905.

I have the honour to remain,

Your Excellency's faithful Servant,

T. P. GILL,

Secretary.

* DEPARTMENT OF AGRICULTURE,

AND TECHNICAL INSTRUCTION FOR IRELAND,

UPPER MERRION STREET,

DUBLIN, 29TH SEPTEMBER, 1905.

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BANKING, RAILWAY, AND SHIPPING STATISTICS, IRELAND

(JUNE, 1905).

REPORT

TO THE

SECRETARY OF THE DEPARTMENT OF AGRICULTURE
AND TECHNICAL INSTRUCTION FOR IRELAND.

SIR,

I have the honour to submit the following Half-yearly Report, January-June, 1905, on the Banking, Railway, and Shipping Statistics of Ireland. As regards Banks and Banking in Ireland the Report states (I.) the deposits and cash balances in Joint Stock Banks; (II.) the deposits in Post Office and Trustees Savings Banks in Ireland; (III.) the amount of the Government Funds, India Stocks, Guaranteed Land Stock, and War Stock on which dividends are payable at the Bank of Ireland, and (IV.) the Note Circulation of the Irish Banks of Issue. As regards Railways in Ireland the Report states (1) the weekly traffic receipts; (2) the amount of Ordinary, Preferential and Guaranteed, and Loans and Debenture Stock, classed according to rate of dividend; (3) the amount of Capital, &c.; (4) the length of Lines, Traffic, Gross Receipts, &c.; (5) the Working Expenditure, Net Receipts, and Rolling Stock; (6) the Receipts from Season and Periodical Tickets; and (7) the length of Light Railways and the names of the

Companies by which such Railways are worked or are to be worked. As regards Shipping the Report states the Tonnage of Vessels entered and cleared in the Ports of Ireland, and the Number and Tonnage of Vessels entered and cleared in each of the Ports in Ireland. Two Statistical Diagrams are placed in the Report to illustrate respectively the growth of Irish Banking and of Post Office and Trustees Savings Banks (page 14) and the weekly Receipts of Irish Railways in each of the first 26 weeks of the years 1904 and 1905 (page 22).

BANKS.

I. Deposits and Cash Balances in Joint Stock Banks.

The deposits and cash balances in Joint Stock Banks in the middle of the year, which, comparing June with June, had, with the exception of a slight decrease in June, 1897, gradually increased from £29,223,000 in June, 1886, to £43,255,000 in the middle of 1903, amounted on the 30th June last to £44,999,000,* being the highest amount (for June) of which there is record, and £418,000 in excess of that for June, 1904.

* This amount is exclusive of £3,032,000 Government and other Public Accounts in the Bank of Ireland.

Table I.—Showing the amount of Deposits and Cash Balances in Joint Stock Banks, on 30th June, 1885-1905, compiled from Returns furnished by the several Joint Stock Banks in Ireland.†

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1885, 30th June, .	29,240,000	—	832,000
1886, "	29,223,000	—	17,000
1887, "	29,339,000	116,000	—
1888, "	30,310,000	971,000	—
1889, "	31,205,000	895,000	—
1890, "	33,061,000	1,856,000	—
1891, "	33,700,000	639,000	—
1892, "	34,565,000	865,000	—
1893, "	34,637,000	72,000	—
1894, "	35,430,000	793,000	—
1895, "	37,491,000	2,061,000	—
1896, "	38,758,000	1,267,000	—
1897, "	38,564,000	—	194,000
1898, "	38,973,000	409,000	—
1899, "	39,840,000	867,000	—
1900, "	40,387,000	547,000	—
1901, "	41,568,000	1,181,000	—
1902, "	41,945,000	377,000	—
1903, "	43,255,000	1,310,000	—
1904, "	44,581,000	1,326,000	—
1905, "	44,999,000	418,000	—

† The names and the dates of foundation of the Banks, the combined statistics of which are included in Tables I. and I. (A), are as follows. Those marked with an asterisk (*) are Banks of issue.

Name.	Estab-lished.	Name.	Estab-lished.
*Bank of Ireland, . . .	1783.	*National Bank, . . .	1835.
*Northern Banking Company	1824.	*Ulster Bank, . . .	1836.
Hibernian Bank, . . .	1825.	Royal Bank of Ireland, .	1836.
*Provincial Bank of Ireland,	1825.	Munster & Leinster Bank,	1885.
*Belfast Banking Company,	1827.		

In Table I. (A), the amounts of Deposits and Cash Balances are compared by half-years. It shows that the usual decrease in June as compared with the preceding December, with the exception of 1899, was repeated in June, 1905.

Table I. (A).—Showing the amount of Deposits and Cash Balances in Joint Stock Banks at the undermentioned dates, compiled from Returns furnished by the several Joint Stock Banks in Ireland.

DATE	Amount.	Increase.	Decrease.
	£	£	£
1895, 30th June, .	37,491,000	—	116,000
„ 31st December,	39,008,000	1,517,000	—
1896, 30th June, .	38,758,000	—	250,000
„ 31st December,	39,238,000	480,000	—
1897, 30th June, .	38,564,000	—	674,000
„ 31st December,	39,300,000	736,000	—
1898, 30th June, .	38,973,000	—	327,000
„ 31st December,	39,438,000	465,000	—
1899, 30th June, .	39,840,000	402,000	—
„ 31st December,	40,772,000	932,000	—
1900, 30th June, .	40,387,000	—	385,000
„ 31st December,	43,280,000	2,893,000	—
1901, 30th June, .	41,568,000	—	1,712,000
„ 31st December,	42,923,000	1,355,000	—
1902, 30th June, .	41,945,000	—	978,000
„ 31st December,	44,450,000	2,505,000	—
1903, 30th June, .	43,255,000	—	1,195,000
„ 31st December,	45,399,000	2,144,000	—
1904, 30th June, .	44,581,000	—	818,000
„ 31st December,	46,115,000	1,534,000	—
1905, 30th June, .	44,999,000	—	1,116,000

II. Savings Banks.*

The balances of deposits in Savings Banks consist of two groups—those in the Post Office Savings Banks,

* For a note on the History of Savings Banks, see the half-yearly "Report on Banking, Railway, and Shipping Statistics, Ireland," for June, 1900, (Cd. 335—1900) issued by the Department.

which are set out in Table II., and those in Trustees Savings Banks, shown in Table III.

(a) *Post Office.*

It will be observed from Table II. that at the end of June of this year, the estimated amount in the Post Office Savings Banks in Ireland stood at £10,037,000, as compared with £9,685,000 for the corresponding period of 1904, showing an increase of £352,000.

Table II.—Showing the Estimated Balances, at the undermentioned dates, in Post Office Savings Banks in Ireland; compiled from Returns furnished by the Controller, Post Office Savings Banks Department.

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1885, 30th June,	2,325,000	175,000	—
1886, "	2,592,000	267,000	—
1887, "	2,802,000	210,000	—
1888, "	3,128,000	326,000	—
1889, "	3,372,000	244,000	—
1890, "	3,585,000	213,000	—
1891, "	3,878,000	293,000	—
1892, "	4,069,000	191,000	—
1893, "	4,155,000	86,000	—
1894, "	4,687,000	532,000	—
1895, "	5,337,000	650,000	—
1896, "	5,919,000	582,000	—
1897, "	6,443,000	524,000	—
1898, "	6,957,000	514,000	—
1899, "	7,545,000	588,000	—
1900, "	7,791,000	246,000	—
1901, "	8,289,000	498,000	—
1902, "	8,709,000	420,000	—
1903, "	9,363,000	654,000	—
1904, "	9,685,000	322,000	—
1905, "	10,037,000	352,000	—

Table II. (A) shows by half-years, for the past ten years, the accumulation of deposits in the Post Office Savings Banks. From this Table it appears that there has been a steady increase in each half-year, the amount to the credit of depositors reaching its maximum in June last, when the balance showed an increase of £190,000 as compared with the amount in December, 1904.

Table II. (A)—Showing the Estimated Balances, at the under-mentioned dates, in Post Office Savings Banks in Ireland; compiled from Returns furnished by the Controller, Post Office Savings Banks Department.

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1895, 30th June, . . .	5,337,000	360,000	—
„ 31st December, . .	5,603,000	266,000	—
1896, 30th June, . . .	5,919,000	316,000	—
„ 31st December, . .	6,153,000	234,000	—
1897, 30th June, . . .	6,443,000	290,000	—
„ 31st December, . .	6,706,000	263,000	—
1898, 30th June, . . .	6,957,000	251,000	—
„ 31st December, . .	7,225,000	268,000	—
1899, 30th June, . . .	7,545,000	320,000	—
„ 31st December, . .	7,717,000	172,000	—
1900, 30th June, . . .	7,791,000	74,000	—
„ 31st December, . .	8,059,000	268,000	—
1901, 30th June, . . .	8,289,000	230,000	—
„ 31st December, . .	8,438,000	149,000	—
1902, 30th June, . . .	8,709,000	271,000	—
„ 31st December, . .	9,043,000	334,000	—
1903, 30th June, . . .	9,363,000	320,000	—
„ 31st December, . .	9,549,000	186,000	—
1904, 30th June, . . .	9,685,000	136,000	—
„ 31st December, . .	9,847,000	162,000	—
1905, 30th June, . . .	10,037,000	190,000	—

(b) *Trustees.*

Table III. shows the amount of deposits at the middle of each year from 1885 to 1905, in Trustees Savings Banks. There is a decrease of £8,000 in the balances for June, 1905, as compared with those for June, 1904.

Table III.—Showing the Balances due to Trustees of Savings Banks in Ireland by the Commissioners for the Reduction of the National Debt, at the undermentioned dates; compiled from Returns furnished by the Comptroller-General, National Debt Office, London.

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1885, 30th June,	2,022,000	—	50,000
1886, "	1,994,000	—	28,000
1887, "	2,030,000	36,000	—
1888, "	2,012,000	—	18,000
1889, "	2,028,000	16,000	—
1890, "	2,035,000	7,000	—
1891, "	1,972,000	—	63,000
1892, "	1,958,000	—	14,000
1893, "	1,856,000	—	102,000
1894, "	1,940,000	84,000	—
1895, "	2,034,000	94,000	—
1896, "	2,128,000	94,000	—
1897, "	2,211,000	83,000	—
1898, "	2,249,000	38,000	—
1899, "	2,307,000	58,000	—
1900, "	2,295,000	—	12,000
1901, "	2,340,000	45,000	—
1902, "	2,392,000	52,000	—
1903, "	2,467,000	75,000	—
1904, "	2,467,000	—	—
1905, "	2,459,000	—	8,000

Table III. (A) gives information by half-years from 1895 to 1905 for the Trustees Savings Banks. Following a decrease of £12,000 in the second half-year, June-December, of 1904, there was an increase in the first half-

year, January-June, of 1905, of £4,000, leaving a net decrease of £8,000 for the year ending 30th June, 1905.

Table III. (A)—Showing the Balances due to Trustees of Savings Banks in Ireland by the Commissioners for the Reduction of the National Debt, at the undermentioned dates; compiled from Returns furnished by the Comptroller-General, National Debt Office, London.

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1895, 30th June, .	2,034,000	52,000	—
„ 31st December,	2,075,000	41,000	—
1896, 30th June, .	2,128,000	53,000	—
„ 31st December,	2,166,000	38,000	—
1897, 30th June, .	2,211,000	45,000	—
„ 31st December,	2,236,000	25,000	—
1898, 30th June, .	2,249,000	13,000	—
„ 31st December,	2,275,000	26,000	—
1899, 30th June, .	2,307,000	32,000	—
„ 31st December,	2,318,000	11,000	—
1900, 30th June, .	2,295,000	—	23,000
„ 31st December,	2,309,000	14,000	—
1901, 30th June, .	2,340,000	31,000	—
„ 31st December,	2,359,000	19,000	—
1902, 30th June, .	2,392,000	33,000	—
„ 31st December,	2,427,000	35,000	—
1903, 30th June, .	2,467,000	40,000	—
„ 31st December,	2,457,000	—	10,000
1904, 30th June, .	2,467,000	10,000	—
„ 31st December,	2,455,000	—	12,000
1905, 30th June, .	2,459,000	4,000	—

Tables IV. and IV. (A) show the progress of the total accumulation of small savings in Post Office and Trustees Banks in Ireland. From Table IV. it will be seen that the total amount in the Post Office and Trustees Savings Banks in Ireland in June, 1905, was £12,496,000, as compared with £12,152,000 for the corresponding period of the year 1904. There was thus, in the year 1905, an increase of 344,000, a sum greater by £22,000 than the increase of £322,000 recorded in the year 1904.

It will also be observed that there has been an increase in each year since 1885, except 1893, and that the balance in Savings Banks on the 30th June, 1905, was nearly treble the amount to the credit of depositors at the close of the year 1885, the first year for which Statistics are given in the Table. The total of the balances in Savings Banks is the highest amount of which there is record.

Table IV.—Showing the Totals of the Balances in Post Office and Trustees Savings Banks, given separately in Tables II. and III.

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1885, 30th June,	4,347,000	125,000	—
1886, "	4,586,000	239,000	—
1887, "	4,832,000	246,000	—
1888, "	5,140,000	308,000	—
1889, "	5,400,000	260,000	—
1890, "	5,620,000	220,000	—
1891, "	5,850,000	230,000	—
1892, "	6,027,000	177,000	—
1893, "	6,011,000	—	16,000
1894, "	6,627,000	616,000	—
1895, "	7,371,000	744,000	—
1896, "	8,047,000	676,000	—
1897, "	8,654,000	607,000	—
1898, "	9,306,000	552,000	—
1899, "	9,852,000	546,000	—
1900, "	10,086,000	234,000	—
1901, "	10,629,000	543,000	—
1902, "	11,101,000	472,000	—
1903, "	11,830,000	729,000	—
1904, "	12,152,000	322,000	—
1905, "	12,496,000	344,000	—

Table IV. (A), in which the amount of small savings is set forth by half years for the past ten and a half years, shows that during that period, the half-yearly balances in Savings Banks in Ireland continuously increased. The increase in the six months ended 30th June last is £44,000 more than that for the previous half-year, but £73,000 below the average increase for

the twenty other half-yearly periods covered by the Table. As between the Post Office Savings Banks and the Trustees Savings Banks the net increase of £194,000 in the balances for the June half-year, 1905, is made up of an increase of £190,000 in the case of the former, and an increase of £4,000 in the case of the latter.

Table IV. (A)—Showing the Totals of the Balances in Post Office and Trustees Savings Banks, given separately in Tables II. (A) and III. (A).

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1895, 30th June, .	7,371,000	412,000	—
„ 31st December,	7,678,000	307,000	—
1896, 30th June, .	8,047,000	369,000	—
„ 31st December,	8,319,000	272,000	—
1897, 30th June, .	8,654,000	335,000	—
„ 31st December,	8,942,000	288,000	—
1898, 30th June, .	9,206,000	264,000	—
„ 31st December,	9,500,000	294,000	—
1899, 30th June, .	9,852,000	352,000	—
„ 31st December,	10,035,000	183,000	—
1900, 30th June, .	10,086,000	51,000	—
„ 31st December,	10,368,000	282,000	—
1901, 30th June, .	10,629,000	261,000	—
„ 31st December,	10,797,000	168,000	—
1902, 30th June, .	11,101,000	304,000	—
„ 31st December,	11,470,000	369,000	—
1903, 30th June, .	11,830,000	360,000	—
„ 31st December,	12,004,000	174,000	—
1904, 30th June, .	12,152,000	148,000	—
„ 31st December,	12,302,000	150,000	—
1905, 30th June, .	12,496,000	194,000	—

The two tables which follow present some features of interest in connection with the subject of small savings. Table IV. (B) shows the balances in the Post Office and Trustees Banks, respectively, in certain years; and Table IV. (C) shows the number of accounts open in each class of Savings Banks on the 31st of December in each year of the period 1885–1904. The growth of the number of depositors in the case of the Post Office Savings Bank is very remarkable, having increased in 1904, as compared with 1885, by as much as 243 per cent.

Table IV. (a)—Showing the Estimated Balances of Deposits, on 30th of June of the undermentioned years, in the Post Office and Trustees Savings Banks respectively in Ireland; and also the total deposits for both.

Year.	Trustees Savings Banks.	Post Office Savings Bank.	Total Deposits in Savings Banks in Ireland.
	£	£	£
1833, .	1,380,718	—	1,380,718
1844, .	2,749,107	—	2,749,107
1860, .	2,143,082	—	2,143,082
1870, .	2,062,758	633,000	2,695,758
1880, .	2,063,000	1,481,000	3,544,000
1885, .	2,022,000	2,325,000	4,347,000
1890, .	2,035,000	3,585,000	5,620,000
1895, .	2,034,000	5,337,000	7,371,000
1900, .	2,295,000	7,791,000	10,086,000
1901, .	2,340,000	8,289,000	10,629,000
1902, .	2,392,000	8,709,000	11,101,000
1903, .	2,467,000	9,363,000	11,830,000
1904, .	2,467,000	9,685,000	12,152,000
1905, .	2,459,000	10,037,000	12,496,000

Table IV. (c)—Showing the Number of Accounts remaining open in Post Office and Trustees Savings Banks in Ireland, on 31st December in each year of the period, 1885-1904. (a)

Year.	Trustees Savings Banks.	Post Office Savings Bank.	Total for Ireland.
1885, . . .	50,236	135,777	186,013
1886, . . .	49,775	147,193	196,968
1887, . . .	49,994	158,848	208,842
1888, . . .	49,242	172,305	221,547
1889, . . .	50,455	185,360	235,815
1890, . . .	49,643	198,790	248,433
1891, . . .	49,276	212,076	261,352
1892, . . .	49,005	225,823	274,828
1893, . . .	46,505	235,944	282,449
1894, . . .	47,510	259,870	307,380
1895, . . .	48,123	280,499	328,622
1896, . . .	48,911	301,976	350,887
1897, . . .	49,518	322,486	372,004
1898, . . .	49,725	342,070	391,795
1899, . . .	50,324	362,716	413,040
1900, . . .	50,318	381,865	432,183
1901, . . .	51,191	399,839	451,030
1902, . . .	52,296	423,902	476,198
1903, . . .	53,346	446,880	500,226
1904, . . .	53,481	465,095	518,576

(a) Statistical Abstract for the United Kingdom.

III. Government Funds, India Stocks, Guaranteed Land Stock, Guaranteed 2½ per cent. Stock (Land Purchase Act, 1903), and War Stock.†*

It will be seen from Table V. that on the 30th June last the total amount of the Government Funds, India Stocks, Guaranteed Land Stock,* Guaranteed 2½ per cent. Stock (Land Purchase Act, 1903), and War Stock† on which dividends are payable at the Bank of Ireland, was £36,416,000, or, £919,000 (Guaranteed Land Stock decreased by £144,000), over the amount for the close of June, 1904, and £12,200,000 in excess of that for June, 1897, the last year in which a decline in the amount of these securities is shown. It is to be noted that the amount of Guaranteed Land Stock for 30th June last was £13,054,000,‡ against £13,198,000 for the corresponding day of the preceding year, and £12,976,000 for the last day of June, 1903; and that War Stock amounted to £501,000 on 30th June, 1905, against £406,000 on 30th June, 1904.

* Guaranteed Land Stock was created in 1892.

† War Stock was created in 1900.

‡ This a net total including Mature and Immature Stock, but excluding the amount (£555,000) cancelled.

Table V.—Showing the Amount of the Government Funds, India Stocks, Guaranteed Land Stock,* Guaranteed 2½ per cent. Stock (Land Purchase Act, 1903), and War Stock† held in Ireland at the under-mentioned dates; compiled from Returns furnished by the Governor of the Bank of Ireland.

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1885, 30th June,	30,900,000	41,000	—
1886, „	30,484,000	—	416,000
1887, „	30,779,000	295,000	—
1888, „	28,856,000	—	1,923,000
1889, „	28,219,000‡	—	637,000‡
1890, „	27,517,000§	—	702,000§
1891, „	26,609,000	—	908,000
1892, „	26,042,000	—	567,000
1893, „	25,283,000	—	759,000
1894, „	25,375,000	92,000	—
1895, „	25,824,000	449,000	—
1896, „	24,776,000	—	1,048,000
1897, „	24,216,000	—	560,000
1898, „	24,554,000	338,000	—
1899, „	26,072,000	1,518,000	—
1900, „	27,684,000	1,612,000	—
1901, „	30,393,000	2,711,000	—
1902, „	32,903,000	2,508,000	—
1903, „	34,958,000	2,055,000	—
1904, „	35,497,000	539,000	—
1905, „	36,416,000	919,000	—

The following statement shows in round numbers the amount of each of the several descriptions of Stock

* Guaranteed Land Stock was created in 1892.

† War Stock was created in 1900.

‡ India 4 per cent. Stock ceased to bear interest on 5th October, 1888, and was paid off.

§ Reduced 3 per cent. Stock and 3 per cent. Consols ceased to bear interest on 5th July, 1889.

included in the total amount given above for June, 1905 :—

2½ per cent. Consols (1903),	£16,625,000
2½ „ „ Stock (1903),	363,000
2½ „ „ „ (1905),	46,000
Local Loans, 3 per cent.,	1,169,000
India 2½ per cent. Stock,	2,741,000
„ 3 „ „ „	1,673,000
„ 2½ „ „ „	124,000
Guaranteed Land Stock, 2½ per cent.,	13,054,000
Guaranteed 2½ per cent. Stock (Land Purchase Act, 1903),	115,000
War Stock, 2½ per cent.,	501,000
	<u>£26,415,000</u>

Table V. (A), made up by half-years, shows that there has been an increase of £814,000 in June, 1905, as compared with the amount at the close of the year 1904, which showed an increase of £105,000 when compared with June of that year.

Table V. (A)—Showing the Amounts of Government Funds, India Stocks, Guaranteed Land Stock,* Guaranteed 2½ per cent. Stock (Land Purchase Act, 1903), and War Stock* held in Ireland at the undermentioned dates; compiled from Returns furnished by the Governor of the Bank of Ireland.

DATE.	Amount.	Increase.	Decrease.
	£	£	£
1895, 30th June, . . .	25,524,000	—	176,000
„ 31st December, . . .	25,406,000	—	418,000
1896, 30th June, . . .	24,778,000	—	630,000
„ 31st December, . . .	24,486,000	—	290,000
1897, 30th June, . . .	24,216,000	—	270,000
„ 31st December, . . .	24,355,000	139,000	—
1898, 30th June, . . .	24,554,000	199,000	—
„ 31st December, . . .	25,260,000	706,000	—
1899, 30th June, . . .	26,072,000	812,000	—
„ 31st December, . . .	26,758,000	686,000	—
1900, 30th June, . . .	27,684,000	926,000	—
„ 31st December, . . .	28,362,000	678,000	—
1901, 30th June, . . .	30,395,000	2,033,000	—
„ 31st December, . . .	31,268,000	1,593,000	—
1902, 30th June, . . .	32,903,000	915,000	—
„ 31st December, . . .	33,330,000	447,000	—
1903, 30th June, . . .	34,268,000	1,608,000	—
„ 31st December, . . .	34,829,000	—	623,000
1904, 30th June, . . .	35,497,000	1,168,000	—
„ 31st December, . . .	35,002,000	106,000	—
1905 30th June, . . .	36,416,000	814,000	—

* See Notes (*) and (†), page 17.

IV. Bank Note Circulation.

The figures for the year 1905 show a contraction in the Bank Note circulation. The Average Bank Note circulation for June, 1905, was £6,157,000, as against £6,443,000 for 1904, showing a decrease of £286,000. Table VI. presents the June returns for the years 1895-1905.

Table VI.—Showing the average Bank Note Circulation of the Six Banks of Issue in Ireland in June of the years 1895-1905; compiled from Accounts published by the Registrar of Bank Returns, pursuant to the Act 8 & 9 Vic., cap. 37.*

DATE.	Amount.	Yearly Increase.	Yearly Decrease.
	£	£	£
1895, June, .	6,248,000	241,000	—
1896, " .	5,918,000	—	330,000
1897, " .	5,858,000	—	60,000
1898, " .	5,740,000	—	118,000
1899, " .	5,991,000	251,000	—
1900, " .	6,469,000	478,000	—
1901, " .	6,425,000	—	44,000
1902, " .	6,401,000	—	24,000
1903, " .	7,001,000	600,000	—
1904, " .	6,443,000	—	558,000
1905, " .	6,157,000	—	286,000

* There are six Banks in Ireland authorized to issue Notes, the statistics of which are included in this Table. The total authorized issue of Notes for these Banks is £6,354,494, distributed as in the following Table:—

Name of Bank.	Amount of Authorised Circulation.
	£
Bank of Ireland,	3,733,423
Provincial Bank of Ireland,	927,607
National Bank,	802,200
Ulster Bank,	311,079
Belfast Banking Company,	281,511
Northern Banking Company,	243,440
Total,	6,354,494

It will be observed from Table VI. (A) that the usual decrease of Note circulation in June, as compared with December, took place in 1905. The decrease on this occasion was £624,000, but £358,000 less than the decrease in June, 1904, as compared with December of the preceding year. The Note circulation of Irish Banks of Issue for June, 1905 (£6,157,000), is 4·4 per cent. less than the circulation (£6,443,000) in June, 1904, and 17·6 per cent. less than the circulation in December, 1902, which was the largest on record since the year 1882.

Table VI. (A).—Showing the Average Bank Note Circulation of the Six Banks of Issue in Ireland, at the undermentioned dates ; compiled from Accounts published by the Registrar of Bank Returns, pursuant to the Act 8 & 9 Vic., cap. 37.*

DATE	Amount.	Increase.	Decrease.
	£	£	£
1895, June, .	6,248,000	—	253,000
„ December, .	6,459,000	211,000	—
1896, June, .	5,918,000	—	541,000
„ December, .	6,412,000	494,000	—
1897, June, .	5,858,000	—	554,000
„ December, .	6,468,000	610,000	—
1898, June, .	5,740,000	—	728,000
„ December, .	6,401,000	661,000	—
1899, June, .	5,991,000	—	410,000
„ December, .	6,814,000	823,000	—
1900, June, .	6,469,000	—	345,000
„ December, .	7,288,000	819,000	—
1901, June, .	6,425,000	—	863,000
„ December, .	6,815,000	390,000	—
1902, June, .	6,401,000	—	414,000
„ December, .	7,468,000	1,067,000	—
1903, June, .	7,001,000	—	467,000
„ December, .	7,425,000	424,000	—
1904, June, .	6,443,000	—	982,000
„ December, .	6,781,000	338,000	—
1905, June, .	6,157,000	—	624,000

* See note (*), p. 19

The results of the analysis of the foregoing tables are :—

- 1st. That in June, 1905, as compared with the corresponding period in 1904, there was an increase of £418,000 in the Deposits and Cash Balances in the Irish Joint Stock Banks, and the amount of such Deposits and Cash Balances was the highest yet recorded.
- 2nd. That there was a decrease of £1,116,000 in Deposits and Cash Balances in the Irish Joint Stock Banks in June, 1905, as compared with December, 1904.
- 3rd. That there was an increase of £344,000 in the Deposits in Savings Banks in Ireland in June, 1905, as compared with June, 1904.
- 4th. That there was an increase of £194,000 in the Deposits in Savings Banks in June, 1905, as compared with December, 1904.
- 5th. That in June, 1905, as compared with the same period of 1904, there was an increase of £919,000 in the amount of Government Funds, India Stocks, Guaranteed Land Stock, Guaranteed $2\frac{3}{4}$ per cent. Stock (Land Purchase Act, 1903), and War Stock, on which dividends are payable at the Bank of Ireland, and that this increase follows an increase of £539,000 in June of last year, as compared with June, 1903.
- 6th. That in June, 1905, there was an increase of £814,000 in the amount of Government Funds, India Stocks, Guaranteed Land Stock, Guaranteed $2\frac{3}{4}$ per cent. Stock (Land Purchase Act, 1903), and War Stock, on which dividends are payable at the Bank of Ireland, as compared with the amount in December, 1904.
- 7th. That in June, 1905, there was a decrease of £286,000 in the amount of Bank Note circulation, as compared with the corresponding period of 1904.
- 8th. That there was a diminution of Bank Note circulation to the amount of £624,000 in June, 1905, as compared with December of the previous year.

RAILWAYS.

The receipts of Irish Railways, week by week, for the first half of the year 1905, have been supplied to this Department by the authorities of the several Companies, and will be found tabulated in Table VII., and compared with the receipts for corresponding period of the year 1904. This Table does not include the returns of the Light Railways of Ireland.

A review of the weekly traffic returns shows that in 14 weeks the receipts fell below those for the corresponding weeks of the year 1904, and in 12 weeks the receipts exceeded those for the corresponding periods, with the net result that the total receipts for the first 26 weeks of the year 1905 amounted to £1,871,509, a decrease of £7,023, or 0·4 per cent., as compared with the amount received in the first six months of the preceding year.

IRISH RAILWAYS.

TABLES VII.-XIII.

Table VII.—COMPARATIVE Return of Weekly Railway Receipts

No. of Week in Annual Series.	Date. Week ending (1905.)	RECEIPTS FOR WEEK.						Miles open.	
		Total.		Increase in 1905 as compared with 1904.		Decrease in 1905 as compared with 1904.			
		1904.	1905.	Total.	Per Cent.	Total.	Per Cent.	1904.	1905.
	Friday,	£	£	£		£			
1*	January 6,	62,040	65,815	3,275	5·8	-	-	3,059	8,072
2*	" 13,	64,060	60,449	-	-	8,611	5·6	"	"
3	" 20,	64,530	60,505	-	-	4,025	6·2	"	"
4	" 27,	64,444	61,921	-	-	2,523	3·9	"	"
5	February 3,	65,146	64,794	-	-	352	0·5	"	"
6	" 10,	64,495	62,744	-	-	1,751	2·7	"	"
7	" 17,	62,543	64,799	2,256	3·6	-	-	"	"
8	" 24,	64,565	65,754	1,189	1·8	-	-	"	"
9	March 8,	67,391	67,964	573	0·9	-	-	"	"
10	" 10,	67,488	67,264	-	-	224	0·3	"	"
11	" 17,	68,826	66,475	-	-	2,351	3·4	"	"
12	" 24,	68,133	67,578	-	-	555	0·8	"	"
13	" 31,	73,203	73,809	606	0·8	-	-	"	"
14	April 7,	76,102†	70,614	-	-	5,488	7·2	"	"
15	" 14,	74,348	74,194	-	-	154	0·2	"	"
16	" 21,	75,942	71,960	-	-	3,982	5·2	"	"
17	" 28,	82,452	86,461†	4,009	4·9	-	-	"	"
18	May 5,	78,178	78,676	498	0·6	-	-	"	"
19	" 12,	73,655	74,400	745	1·0	-	-	"	"
20	" 19,	73,745	74,218	473	0·6	-	-	"	"
21	" 26,	80,018†	77,937	-	-	2,081	2·6	"	"
22	June 2,	79,642	79,948	301	0·4	-	-	"	"
23	" 9,	74,742	76,187	-	-	2,562	3·3	"	"
24	" 16,	79,849	83,855†	4,006	5·0	-	-	"	"
25	" 23,	84,358	82,966	-	-	1,392	1·7	"	"
26*	" 30,	84,830	90,927	6,097	7·2	-	-	"	"

* Owing to the closing of accounts at the end of the calendar half-year, the amounts do not in all cases represent
† Easter week. † Whit week.

RAILWAYS.

in Ireland for the first twenty-six weeks of the Years 1904-1905.

Receipts per Mile.		AGGREGATE RECEIPTS TO DATE FROM BEGINNING OF YEAR.								Date. — Week ending (1905.)	No. of Week in Annual Series.
		Total.		Increase in 1905 as compared with 1904.		Decrease in 1905 as compared with 1904.					
1904.	1905.	1904.	1905.	Total.	Per Cent.	Total.	Per Cent.				
£	£	£	£	£		£		Friday.			
20·3	21·3	62,040	65,315	3,275	5·8	—	—	January 6,	1*		
20·9	19·7	126,100	125,764	—	—	336	0·3	" 13,	2*		
21·1	19·7	190,630	186,269	—	—	4,361	2·3	" 20,	3		
21·1	20·2	255,074	248,190	—	—	6,884	2·7	" 27,	4		
21·3	21·1	320,220	312,984	—	—	7,236	2·3	February 3,	5		
21·1	20·4	384,715	375,728	—	—	8,987	2·3	" 10,	6		
20·4	21·1	447,258	440,527	—	—	6,731	1·5	" 17,	7		
21·1	21·4	511,823	506,281	—	—	5,542	1·1	" 24,	8		
22·0	22·1	579,214	574,245	—	—	4,969	0·9	March 3,	9		
22·1	21·9	646,702	641,509	—	—	5,193	0·8	" 10,	10		
22·5	21·6	715,528	707,984	—	—	7,544	1·1	" 17,	11		
22·3	22·0	783,661	775,502	—	—	8,099	1·0	" 24,	12		
23·9	24·0	858,864	849,371	—	—	7,493	0·9	" 31,	13		
24·9	23·0	932,966	919,985	—	—	12,981	1·4	April 7,	14		
24·3	24·2	1,007,314	994,179	—	—	13,135	1·3	" 14,	15		
24·8	23·4	1,083,256	1,068,139	—	—	17,117	1·6	" 21,	16		
27·0	28·1	1,165,708	1,152,600	—	—	13,108	1·1	" 28,	17		
25·6	25·6	1,243,886	1,231,278	—	—	12,610	1·0	May 5,	18		
24·1	24·2	1,317,541	1,305,676	—	—	11,865	0·9	" 12,	19		
24·1	24·2	1,391,286	1,379,894	—	—	11,392	0·8	" 19,	20		
26·2	25·4	1,471,304	1,457,831	—	—	13,473	0·9	" 26,	21		
26·0	26·0	1,550,946	1,537,774	—	—	13,172	0·8	June 2,	22		
25·7	24·8	1,629,696	1,613,961	—	—	15,734	1·0	" 9,	23		
26·0	27·2	1,709,344	1,697,616	—	—	11,728	0·7	" 16,	24		
27·6	27·0	1,793,702	1,780,582	—	—	13,120	0·7	" 23,	25		
27·7	29·6	1,878,532	1,871,509	—	—	7,023	0·4	" 30,	26*		

returned for the 1st, 2nd, and 26th weeks, respectively, by some of the Railways the receipts for seven days.

TABLES VIII. to XIII., which follow, show in detail the Financial of each Railway in Ireland, including Light Railways. They information supplied by the Railway Companies themselves

TABLE VIII.—Showing Amount of ORDINARY, PREFERENTIAL COMPANIES in IRELAND classed according to the Rate per Cent. of

ORDINARY			
RATE PER CENT. OF DIVIDEND PAID.	1900.	1901.	
Nil,	£ 2,532,226	£ 1,970,747	
Not exceeding 1 per Cent.	201,634	240,000	
Exceeding 1 and not exceeding 2 per Cent. .	119,580	27,480	
" 2 and not exceeding 3 per Cent. .	—	6,417,370	
" 3 and not exceeding 4 per Cent. .	2,370,000	2,370,000	
" 4 and not exceeding 5 per Cent. .	5,462,030	1,038,183	
" 5 and not exceeding 6 per Cent. .	1,283,903	307,840	
" 6 and not exceeding 7 per Cent. .	3,637,730	3,715,109	
" 7 and not exceeding 8 per Cent. .	—	—	
" 8 and not exceeding 9 per Cent. .	—	—	
" 9 and not exceeding 10 per Cent. .	350,000	350,000	
" 10 per Cent.	—	—	
PREFERENTIAL AND			
Nil,	890,810	855,700	
Not exceeding 1 per Cent.	—	—	
Exceeding 1 and not exceeding 2 per Cent. .	—	507,548	
" 2 and not exceeding 3 per Cent. .	445,540	445,540	
" 3 and not exceeding 4 per Cent. .	8,384,935	8,837,890	
" 4 and not exceeding 5 per Cent. .	1,672,281	1,589,171	
" 5 and not exceeding 6 per Cent. .	274,025	248,000	
" 6 per Cent.	—	—	
LOANS AND			
Nil,	68,100	68,100	
Not exceeding 1 per Cent.	—	—	
Exceeding 1 and not exceeding 2 per Cent. .	—	78,981	
" 2 and not exceeding 3 per Cent. .	149,000	149,000	
" 3 and not exceeding 4 per Cent. .	9,741,206	10,237,184	
" 4 and not exceeding 5 per Cent. .	2,034,923	1,541,143	
" 5 and not exceeding 6 per Cent. .	15,800	15,800	
" 6 per Cent.	—	—	

NOTE.—Exclusive of New Companies the

Position, Traffic Receipts, and Working Expenditure in the year 1904, have been compiled and published by the Board of Trade from pursuant to requirements of the Regulation of Railways Act, 1871.

and GUARANTEED, and LOANS and DEBENTURE STOCK of RAILWAY Dividend paid or Interest payable in each Year from 1900 to 1904.

STOCK.

1902.	1903.	1904.	RATE PER CENT. OF DIVIDEND PAID.
£	£	£	
1,734,312	1,734,312	1,734,312	NIL
115,090	25,000	25,000	Not exceeding 1 per Cent.
267,480	27,480	27,480	Exceeding 1 and not exceeding 2 per Cent.
92,050	455,833	2,823,968	" 2 and not exceeding 3 per Cent.
7,025,190	7,025,190	5,325,620	" 3 and not exceeding 4 per Cent.
1,063,142	65,000	65,000	" 4 and not exceeding 5 per Cent.
402,030	419,280	419,280	" 5 and not exceeding 6 per Cent.
3,738,708	3,762,189	3,838,416	" 6 and not exceeding 7 per Cent.
—	—	350,000	" 7 and not exceeding 8 per Cent.
350,000	350,000	—	" 8 and not exceeding 9 per Cent.
—	—	—	" 9 and not exceeding 10 per Cent.
—	—	—	" 10 per Cent.

GUARANTEED STOCK.

845,650	845,650	845,650	NIL
—	—	—	Not exceeding 1 per Cent.
597,518	597,518	—	Exceeding 1 and not exceeding 2 per Cent.
445,540	491,087	1,128,892	" 2 and not exceeding 3 per Cent.
9,433,927	8,512,931	8,634,760	" 3 and not exceeding 4 per Cent.
1,604,221	1,574,221	1,574,296	" 4 and not exceeding 5 per Cent.
243,000	243,000	248,000	" 5 and not exceeding 6 per Cent.
—	—	—	" 6 per Cent.

DEBENTURE STOCK.

68,100	68,100	68,100	NIL
—	—	—	Not exceeding 1 per Cent.
78,981	78,981	78,981	Exceeding 1 and not exceeding 2 per Cent.
138,000	290,455	308,932	" 2 and not exceeding 3 per Cent.
10,191,686	9,393,547	9,514,147	" 3 and not exceeding 4 per Cent.
1,424,273	1,411,058	1,410,688	" 4 and not exceeding 5 per Cent.
—	—	—	" 5 and not exceeding 6 per Cent.
—	—	—	" 6 per Cent.

Lines of which were in course of construction.

Table IX.—Showing AMOUNT of CAPITAL, &c., of

NOTE.—The heavy figures, as regards the year 1904, show the amounts by which the Capitals of the
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debtenture Stock.	Total.	Ordinary.		Preferential.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Ballycastle,	90,000	45,000	135,000	51,634	Nil	—	—	—
Bantry Extension,	Worked by the Cork, Brandon, and South Coast.							
Belfast and County Down, (See also Drumpatrick, Killybegs, and Ardara, p. 61.)	1,081,091	498,666	1,489,757	419,230	5½	{ 200,000 50,000 248,161 }	{ 4 4½ 5 }	{ 4 4½ 5 }
Belfast and Northern Counties, (See Midland, Northern Counties Committee).	{ Undertaking vested in the "Midland" as from the 1st July, return of the Midland Company, less the traffic and receipts, and 62-64 respectively of this Report.							
Castleblayney, Keady and Armagh.	300,000	140,000	440,000	137,281	Nil	—	—	—
Central Ireland Railways,	See under Great Southern and Western.							
City of Dublin Junction,	See under Dublin, Wicklow, and Wexford.							
Clonsilla Extension,	Worked by the Cork, Brandon, and South Coast.							
Cork and Macroom Direct.	126,000	99,168	225,168	91,000	3	44,150	5	5
Cork, Brandon, and South Coast, (See also Baltimore and Skibbereen, and Bantry Bay Ex- tension, p. 61.)	644,628	247,967	892,595	{ 240,000 — — }	{ 2½ — — }	{ 268,949 48,000 — }	{ 4 5½ — }	{ 4 5½ — }
Worked by the Cork, Brandon, and South Coast.								
Bantry Extension,	70,000	35,000	105,000	30,000	Nil	—	—	—
Clonsilla Extension,	40,000	20,000	60,000	25,000	1	—	—	—
Don Valley,	80,000	43,000	123,000	27,000	Nil	—	—	—
Cork, Blackrock, and Passage,	292,840	266,230	431,570	{ 63,700 32,320 22,240 }	{ Nil Nil Nil }	{ 21,000 80,000 2,000 }	{ 4 4 5 }	{ Nil Nil Nil }
Donegal, (See also Donegal and Killybegs, and Stranorlar and Glenties, p. 61.)	423,672	217,016	640,688	{ 126,938 — 32,960 }	{ 3 — 3 }	{ 93,614 — 8,833 }	{ 3 — 3 }	{ 3 — 3 }

IRISH RAILWAYS upon the 31st December, 1904.

various Companies have been nominally increased by conversion, consolidation, or division of their stocks. In the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		Subscriptions to other Companies.	REMARKS.
Guaranteed.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st Dec., 1901.	Total on 31st Dec., 1903.		
Amount.	Unsubscribed Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	£	
10,000	5	5	41,534	—	—	28,100	4	28,100	80,000	80,000	—	
15,000	3	3	904,431	2,207*	5	128,000 201,100	3 4	342,873	1,277,381	1,255,294	—	*Capitalized value of Land Rent-charges.
1903, under Act 3 Edw 7, cap. 127. The capital is included in the working expenditure are separately stated on pages 49-53 and												
—	—	—	137,231	—	—	—	—	—	137,231	12,700	—	Line not open for public traffic on 31st Dec., 1904.
—	—	—	138,200	—	—	75,630	4	75,630	211,830	211,330	—	In addition to the sums raised by the issue of stocks and shares, the Company has received £15,000 from Government towards the construction of the Bantry Bay Extension Line.
—	—	—	556,949	—	—	207,257	4	207,257	704,900	753,606	189,010*	*Including a subscription of £1,410 to the Bantry Bay Steamship Company.
—	—	—	—	—	—	8,857	4	8,857	8,857	8,857	—	
40,000	5	5	70,000	—	—	25,000	5	34,000	105,000	105,000	—	
15,000*	5	5	40,000	—	—	20,000	5	20,000	60,000	60,000	—	*Periodical Guaranteed Shares.
40,000*	5	5	50,000	—	—	40,000	4	40,000	120,000	120,000	—	*Periodical Guaranteed Shares.
—	—	—	225,340	65,000	4	105,000 300 2,000	4 4 4	154,330	450,670	404,140	—	*Undivided Stock. *Preferred Stock. *Deferred Stock.
120,700 2,000	3 0	3 0	343,202	—	—	167,000 36,817	3 4	154,779	538,061	468,532	—	Accounts to 1st November, 1904.
—	—	—	38,373	—	—	24,160	3	34,180	74,632	72,730	—	

Table IX.—(continued)—Showing AMOUNT of CAPITAL, &c.,

NOTE.—The heavy figures, as regards the year 1904, show the amounts by which the Capitals of the
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent	£	Per cent.	Per cent.
Dublin and Kingstown,	<i>Lent to the Dublin, Wicklow, and Wexford.</i>							
Dublin, Wicklow, and Wexford,	2,695,000	1,273,233	3,968,233	700,100	NH	<div> 120,000 150,000 300,000 200,000 </div>	4 4 4 4	NH NH NH NH
City of Dublin Junction,	300,000	150,000	450,000	25,000	NH	50,000	4	NH
New Ross and Waterford Extension.	200,000	100,000	300,000	—	—	—	—	—
<div> Leased to the Dublin, Wicklow, and Wex- ford. </div> Dublin & Kingstown,	330,000	110,000	440,000	350,000	8	—	—	—
Dunfalk, Newry, and Greenore,	451,000	—	451,000	333,900	NH	—	—	—
Great Northern of Ireland,	6,523,514	2,303,168	8,826,682	3,807,097	—	1,314,075 6,310	4 4	4 4
Great Southern and Western,	10,540,091	4,233,010	14,773,101	5,325,550	3½	1,184,272	4	4
Central Ireland, Separate Undertaking,	207,480	90,000	297,480	27,480	1½	—	—	—
<div> Worked by the Great Southern and Western. </div> Southern,	201,000	181,900	382,900	71,320	NH	67,650	5	NH
<div> Trillick and Ffest, </div>	45,000	15,000	60,000	13,850	NH	—	—	—
(See also Athlery and Thom Extension to Claremorris, p. 24; Collooney and Swinford, Claremorris and Swinford, Headford and Keshmarr, and Killybegga and Valentia, p. 25.)								
Iles Valley,	<i>Worked by the Cork, Brandon, and South Coast.</i>							

of IRISH RAILWAYS upon the 31st December, 1904.

various Companies have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

SHARE CAPITAL				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		Subscriptions to other Companies.	REMARKS.
Guaranteed.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st Dec. 1904.	Total on 31st Dec. 1903.		
Amount.	Guaranteed Limit of Dividend.	Rate of Dividend.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	£	
—	—	—	1,770,150	—	—	400,812 257,865 94,430	4 4 4	753,227	2,623,377	2,523,377	—	Borrowing powers (£150,000) transferred to the "London & North Western Co."
235,000	4	4	300,000	—	—	125,830	4	125,830	428,520	428,520	—	
100,000	4	4	100,000	—	—	—	—	—	100,000	100,000	—	—
—	—	—	350,000	399	N.D.	61,000	3½	61,000	411,300	411,300	—	
—	—	—	223,900	—	—	—	—	—	333,500	333,500	—	—
300,370 141,854	4 4	4 4	5,000,442 142,164	—	—	2,500,361 120,300	4 4	2,500,361 120,300	8,130,000 250,464	7,957,415 250,464	157,000	
597,548 2,502,910	2½ 4	2½ 4	9,630,250	—	—	3,974,834	4	3,974,834	13,005,084*	13,594,323	590,000	—
—	—	—	27,480	—	—	—	—	—	27,480	27,480	—	
62,000	5	5	201,870	68,394	4	34,900	4	104,297	306,267	306,267	—	—
30,000	5	5	43,820	15,000	5	—	—	15,000	58,820	58,820	—	

*A sum of £150,000 was received by this Company from the Government in respect of the Collymore and Claremorris lines.

Table IX. (continued)—Showing AMOUNT of CAPITAL, &c.,

NOTE.—The heavy figures, as regards the year 1904, show the amounts by which the Capitals of the
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.
Letterkenny,	Worked by the Londonderry and Lough Swilly.							
Lisnady and Dungiven,	Worked by the Midland (Northern Counties Committee).							
Lisnawel and Ballybunion (Monorail).	22,000	11,000	33,000	22,000	NIL	—	—	—
Londonderry and Lough Swilly, .	170,000	44,385	214,385	61,319	7	49,025	5	5
Worked by the Londonderry and Lough Swilly. } Letterkenny,	150,000	123,000	273,000	57,155	NIL	—	—	—
Midland Great Western of Ireland. (See also Ballinrobe and Claremorris, and Longbrea and Attymon, p. 54; and Achill Extension; Ballina and Killala; Galway and Clifden; and Westport and Mallaranny, p. 61.)	4,760,980	2,422,566	7,183,546	2,370,000	3	1,035,548 300,000	4 5	4 5
Midland (Northern Counties Committee).	The Capital is included in the return of the "Midland" Company, respectively of this Report.							
Worked by the Midland (Northern Counties Committee). } Lisnady and Dungiven.	75,000	25,000	100,000	20,000* 46,723	5 NIL	—	—	—
Mullingar, Kells and Drogheda, .	350,000	175,000	525,000	2,100	NIL	—	—	—
New Ross and Waterford Extension.	See under Dublin, Wicklow and Wexford.							
Parsonstown and Portlanna Bridge.*	85,000	21,000	106,000	—	—	—	—	—
Sligo, Letterm, and Northern Counties.	200,000	200,000	400,000	100,000	NIL	50,000	5	NIL
Southern,	Worked by the Great Southern and Western.							
Strabane and Letterkenny, . . .	140,000	55,000	195,000	346	NIL	—	—	—
Strabane, Raphoe and Oatvey, . .	Name of Company changed to "Strabane and Letterkenny" under							
Trillick and Fintona,	Worked by the Great Southern and Western.							
Waterford and Tramore,	58,000	19,350	77,350	45,000	5	10,000	5	5
TOTAL,	29,981,813	13,125,280	43,106,793	14,689,593 32,980	—	6,198,054 13,203	—	—

of IRISH RAILWAYS upon the 31st December, 1904.

various Companies have been nominally increased by conversion, consolidation, or division of their stocks. in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		Subscriptions to other Companies.	REMARKS.
Guaranteed.			Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st Dec., 1904.	Total on 31st Dec., 1903.		
Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.		Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£	£	
—	—	—	22,000	11,000	5	—	—	11,000	31,000	33,000	—	
10,000	4	4	110,004	10,000	3½	17,750	7½	63,750	154,004	151,004	—	
—	—	—	37,185	85,000	4	—	—	37,185	144,905	144,385	—	
423,236	4	4	4,158,784	—	—	1,376,022	4	2,307,000	6,004,700	6,467,000	—	
						100,000	3½					
						40,000	4					
						75,000*	4½					
						67,000*	5½					
—	—	—	00,733	10,000	4	—	—	10,000	86,734	86,334	—	*Interest guaranteed by the Skipton Company of London at 5 per cent. per annum on this amount for 25 years from the opening of the railway. The guarantee expires on 31st July, 1904.
—	—	—	2,100	—	—	—	—	—	2,100	1,500	—	Line not open for public traffic on 31st Dec., 1904.
—	—	—	—	—	—	—	—	—	—	—	—	
50,000	5	5	300,000	—	—	100,000 40,000 75,000* 67,000*	3½ 4 4½ 5½	286,781	483,781	468,781	—	* The line was taken possession of by a creditor on 26th January, 1879, and has been closed for traffic since that date. * The interest to which these debenture stocks are entitled is non-cumulative. Interest was paid at the rate of 1½ per cent. per annum on the sum of 178,000 for the year 1904.
300*	4	NB	1,205	—	—	—	—	—	1,205	—	—	Line not open for public traffic on 31st December, 1904. * Barrocal Guaranteed Shares.
Act 4, 21st VII., cap. 304.												
—	—	—	50,000	14,350	4	—	—	14,350	72,500	72,350	—	
5,175,423	—	—	50,000,000	200,000	—	10,871,815	—	11,177,510	37,208,800	36,790,111	705,680	TOTAL.
141,894	—	—	168,037	—	—	163,417	—	163,417	351,461	351,187	—	

*Interest guaranteed by the Skirmer Company of London at 5 per cent. per annum on this amount for 25 years from the opening of the railway. The guarantee expires on 31st July, 1904.
Line not open for public traffic on 31st Dec., 1904.

*The line was taken possession of by a creditor on 4th January, 1872, and has been closed for traffic since that date.

*The interest to which these debenture stocks are entitled is non-cumulative. Interest was paid at the rate of 1½ per cent. per annum on the sum of £13,980 for the year 1904.

Line not open for public traffic on 31st December, 1904.

*Baronnet Guaranteed Rinkos.

Table IX. (continued)—AMOUNT OF CAPITAL, &c., of

NOTE.—The heavy figures as regards the year 1904 show the amounts by which the Capitals of stocks. These amounts are, in all cases, included

STOCKS. These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND				
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.
LIGHT RAILWAYS AUTHORIZED UNDER THE								
Athlone and Tuen Extension to Claremorris.	100,000	—	100,000	2,000	Nil	—	—	—
Ballinacorney and Timoleague Junction.	See under Timoleague and Courtmacsherry Extension.							
Ballinacorney and Claremorris.	20,000	—	20,000	—	—	—	—	—
Bessbrook and Newry Tramway.	20,000	6,500	26,500	15,000	Nil	—	—	—
Bray and Rensickerry.	71,000	35,000	106,000	25,000	Nil	—	—	—
Carrickfergus Harbour Junction.	7,500	5,000	12,500	750	Nil	—	—	—
Cavan and Leitrim (Limited).	300,000	—	300,000	—	—	—	—	—
Clogher Valley.	150,000	—	150,000	—	—	—	—	—
Cork and Muskerry.	75,000	—	75,000	—	—	—	—	—
Droghda Extension.	35,000	—	35,000	3,000	Nil	—	—	—
Loughrea and Attyman.	70,000	—	70,000	—	—	—	—	—
Newry, Keady, and Tuen.	Name of Company changed to "Ulster and Connaught Light" under							
Schull and Skibbereen Tramway and Light Railway.	57,000	—	57,000	—	—	—	—	—
Schull and Skibbereen Tramway and Light Railway Extension.	1,500	—	1,500	—	—	—	—	—
South Clare (Limited).	140,000	—	140,000	20,000	Nil	—	—	—
Timoleague and Courtmacsherry Extension.	12,000	—	12,000	—	—	—	—	—
Ballinacorney and Timoleague Junction.	23,000	—	23,000	—	—	—	—	—
Trillick and Dingle.	70,000	—	70,000	30,000	Nil	—	—	—
Ulster and Connaught.	150,000	71,000	221,000	—	—	—	—	—
West Clare (Limited).	180,000	—	180,000	16,000	Nil	—	—	—
TOTAL.	1,582,000	121,500	1,703,500	112,230	—	—	—	—
GRAND TOTAL, IRELAND.	31,533,513	13,246,729	44,780,242	44,801,923	—	6,193,034	—	—
				32,999	—	13,203	—	—

IRISH RAILWAYS upon the 31st December, 1904.

the various Companies have been nominally increased by conversion, consolidation, or division of their in the figures given in Roman type.

SHARE CAPITAL.				CAPITAL RAISED BY LOANS AND DEBT-STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBT-STOCK.		Subscriptions to other Companies.	REMARKS.
Guaranteed.				Loans.		Debt-stock.		Total raised by Loans and Debt-stock.				
Amount.	Guaranteed.	Rate of Dividend.	Total Paid-up Stock and Share Capital.	Amount.	Rate of Interest.	Amount.	Rate of Interest.		Total on 31st Dec. 1904.	Total on 31st Dec. 1903.		
£	Per cent.	Per cent.	£	£	Per cent.	£	Per cent.	£	£	£		
50,000	4	4	100,000	—	—	—	—	—	100,000	100,000	—	Line worked by the Great Southern & Western.
71,600	5	5	71,600	—	—	—	—	—	71,600	71,498	—	Accounts to the 31st Oct., 1904. Line worked by the "Midland Great Western."
—	—	—	15,000	—	—	—	—	—	15,000	15,000	—	
—	—	—	25,000	—	—	—	—	—	25,000	25,000	—	Line authorized by the Bray and Enniskerry Light Railway Act, 1880. The Railway is partly constructed, but has not been opened for public traffic.
6,500	5	5	7,500	—	—	—	—	—	7,500	7,500	—	
192,535	5	5	192,535	—	—	—	—	—	192,535	192,510	—	Accounts to the 31st October, 1904.
123,310	5	5	123,310	—	—	—	—	—	123,310	123,310	—	Accounts to the 30th September, 1904.
25,000	5	5	75,000	—	—	—	—	—	25,000	25,000	—	
20,000	4	4	30,000	—	—	—	—	—	20,000	20,000	—	
54,445	5	5	54,445	—	—	—	—	—	54,445	54,445	—	Accounts to the 31st Dec., 1904. Line worked by the "Midland Great Western."
A. & F. E. W. VII., Cap. 302.												
57,000	5	5	57,000	—	—	—	—	—	57,000	57,000	—	This capital was authorized in connection with an extension of the "Great Southern & Western Railway," but the cost of the extension was met out of the "Irish Indemnity Fund," which was raised by voluntary subscriptions. No portion of the £57,000 for which there is authority has therefore been raised.
—	—	—	—	—	—	—	—	—	—	—	—	
120,000	4	4	120,000	—	—	—	—	—	120,000	120,000	—	Accounts to the 31st October, 1904.
22,000	5	5	22,000	—	—	—	—	—	22,000	22,000	—	
22,000	5	5	22,000	—	—	—	—	—	22,000	22,000	—	By Order in Council, 18th July, 1904, the Tramways Act was amended in respect of the dividend on the unamortized Capital by the payment of 4 per cent. The Guaranteed Capital of the Company was reduced by 40,000, and should the railway be closed for traffic in any year, the Treasury, guaranteed the dividend will be liable to pay to the Company an annual sum equal to 5 per cent. on the £40,000, as long as the line remains closed.
70,000	4	4	70,000	—	—	—	—	—	70,000	70,000	—	Line authorized by the Kerry Railway and Tramways Act, 1880. No capital had been raised as 15th December, 1904, and railway not commenced at that date.
182,500	4	4	180,000	—	—	—	—	—	180,000	180,000	—	Accounts to the 31st October, 1904.
1,000,980	—	—	1,173,205	—	—	—	—	—	1,173,210	1,173,135	—	TOTAL.
6,000,415	—	—	21,234,580	705,000	10,171,515	—	11,177,515	58,193,095	57,963,250	705,040	—	GRAND TOTAL IRELAND.
140,284	—	—	188,637	—	183,417	—	183,417	—	381,464	351,187	—	

Table X.—(continued).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1904.

NAME OF COMPANY.	RECEIPTS (GROSS) FROM PASSENGERS					
	RECEIPTS FROM PASSENGERS.					Excess of Fares, Carriage, Horse, Dog, &c.
	1st Class.	2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	Total from Passengers.	
	£	£	£	£	£	£
Ballycastle.	154	217	2,493	29	2,893	406
Bantry Extension.	Worked by the Cork, Brandon, and South Coast.					
Belfast and County Down, . (including the "Downpatrick, Kilbough, and Ardagh.")	9,419	19,045	51,739	14,923	97,126	9,264
Belfast and Northern Counties, (a) (including the "Limavady and Donaghson.")	—	—	—	—	—	—
City of Dublin Junction,	Worked by the Dublin, Wicklow, and Wexford.					
Clonsilla Extension,	Worked by the Cork, Brandon, and South Coast.					
Cork and Macroom Direct,	526	1,309	5,224	225	7,184	910
Cork, Brandon, and South Coast, (including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Ex- tension," "Clonsilla Extension," and "Don Valley").	2,878	5,613	22,945	773	31,619	5,925
Cork, Blackrock, and Passage, . . .	4,139	—	7,267	1,367	13,356	714
Donegal—Returns for the year ended 1st Novem- ber, 1904, (including the "Donegal and Killybegs" and the "Sinnahorish and Glenties").	497	1,339	11,280	320	13,437	2,610
Dublin and Kingstown,	Leased to the Dublin, Wicklow, and Wexford.					
Dublin, Wicklow, and Wexford, (including the "City of Dublin Junction" and "Dublin and Kingstown.")	45,925	45,873	74,825	17,224	185,546	27,798
Dundalk, Newry, and Greenore, . .	396	365	2,565	87	4,773	1,084
Great Northern of Ireland,	30,255	55,327	390,764	15,467	402,313	75,265
Great Southern and Western of Ireland, (including the "Athenry and Tuam, Ex- tension to Clonsilla," "O'Connell and Clonsilla," "Headford and Kenmare," "Kilbeggin and Valentia," "Southern," "Tralee and Fermoy," also the "Wexford and Fermoy" and "Wexford and Rosslare" sections of the "Fishguard and Rosslare Railways and Harbour Company.")	54,179	61,313	396,600	10,090	524,121	110,313

(a) See Midland (Northern Counties Committee).

RECEIPTS, &c., of IRISH RAILWAYS in 1904.

EXCEPT WHERE OTHERWISE STATED.

TRAFFIC.		RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Receipts from Steam-tugs, Canals, Harbours, Docks, &c.	Miscellaneous: Receipts from Tolls, Hotels, &c.	Total Gross Receipts from all sources of Traffic.	NAME OF COMPANY.
Mails*.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.				
£	£	£	£	£	£	£	£	£	
390	5,560	1,428	112	694	2,235	—	27	5,622	Ballycastle.
									Bantry Extension.
1,690	107,730	26,305	2,337	12,586	41,098	—	14,897	163,695	Belfast and County Down.
—	—	—	—	—	—	—	—	—	Belfast and Northern Counties.
									City of Dublin Junction.
									County Extension.
111	8,906	3,264	1,323	1,179	10,751	—	174	15,130	Cork & Maestroom Direct.
5,550	43,094	26,672	7,170	2,681	46,433	—	260	88,596	Cork, Brandon, and South Coast.
—	14,070	1,182	51	—	1,233	6,842	100	21,905	Cork, Blackrock, and Passage.
825	16,502	15,422	1,809	2,169	19,490	—	150	36,492	Donegal.
									Dublin and Kingscove.
26,277	199,421	61,175	9,888	10,114	81,115	—	16,300	326,156	Dublin, Wicklow, and Wexford.
86	6,513	7,324	1,013	626	8,973	—	7,974	22,969	Dundalk, Newry, and Greencore.
45,290	322,093	297,762	49,616	72,561	440,971	—	23,504	1,004,813	Great Northern of Ireland.
67,968	692,501	455,484	123,561	80,021	665,255	—	19,460	1,374,967	Great Southern & Western of Ireland.

* Includes receipts for carriage of mails by steam vessels belonging to the Companies.

Table X.—(continued).—Showing LENGTH OF LINE, TRAFFIC, GROSS

YEAR ENDED 31st DECEMBER, 1904.

NAME OF COMPANY.	RECEIPTS (GROSS) FROM PASSENGERS.					
	RECEIPTS FROM PASSENGERS.					Excess Leverage, Parcels, Carriages, Horses, Dogs, &c.
	1st Class.	2nd Class.	3rd Class (including Parliamentary).	Holders of Golden or Reciprocal Tickets.	Total from Passengers.	
	£	£	£	£	£	£
<i>Ilen Valley</i>	Worked by the Ark, Brandon, and South Coast.					
<i>Letterkenny</i> ,	Worked by the Londonderry and Lough Swilly.					
<i>Limerick and Dungloe</i> ,	Worked by the Midland (Northern Counties Committee).					
<i>Lisnaw and Ballyhamon</i> ,	132	—	1,324	20	1,456	101
<i>Londonderry and Lough Swilly</i> , (Including the "Barrington Extension," "Carradough Extension," and "Letter- kenny.")	1,636	2,165	15,307	601	19,709	2,384
<i>Midland Great Western of Ireland</i> , (Including the "Achill Extension," "Ballina- and Kilsale," "Ballinrobe and Claremorris," "Galway and Clifden," "Loughrea and Athyman," and "Westport and Mal- lansky.")	23,949	34,130	141,204	3,457	202,740	38,294
<i>Midland (Northern Counties Committee)</i> (Including the "Lisnaw and Dungloe.")	16,674	12,631	111,103	9,923	141,331	21,560
<i>Sligo, Leitrim, and Northern Counties</i> ,	423	809	8,116	151	9,509	1,293
<i>Southern</i> ,	Worked by the Great Southern and Western.					
<i>Trillick and Fintona</i> ,	Worked by the Great Southern and Western.					
<i>Waterford and Tramore</i> ,	2,300	—	2,414	670	5,384	299
<i>Waterford and Wexford Line</i> ,	Worked by the Great Southern and Western					The
<i>Waterford, Dungannon, and Lisnaw, and Fermoy and Limerick Lines</i> ,	Worked by the Great Southern and Western					
TOTAL,	197,745	243,100	1,197,131	78,394	1,616,370	509,463

RECEIPTS, &c., of IRISH RAILWAYS in 1904.

EXCEPT WHERE OTHERWISE STATED

TRAFFIC.		RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Receipts from Steam-boats, Canals, Harbours, Docks, &c.	Miscellaneous: Rents, Fines, &c.	Total Gross Receipts from all Sources of Traffic.	NAME OF COMPANY.
Mails.*	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.				
£	£	£	£	£	£	£	£	£	
									<i>Box Falls.</i>
									<i>Letterkenny.</i>
									<i>Sligo and Dungannon.</i>
116	1,098	226	—	804	1,030	—	40	2,273	<i>Lisnagal & Ballyhennessy.</i>
688	23,214	12,376	1,308	1,171	14,855	—	217	38,280	<i>Londonderry and Lough Swilly.</i>
35,142	371,056	200,884	21,772	18,984	306,640	5,469	19,811	595,300	<i>Midland Great Western of Ireland.</i>
12,352	128,067	106,466	6,868	41,807	155,031	—	25,327	362,960	<i>Midland (Northern Counties Committee).</i>
270	11,271	12,544	2,476	1,197	16,017	—	126	28,893	<i>Sligo, Leitrim, and Northern Counties.</i>
									<i>Southern.</i>
									<i>Trillick and Faml.</i>
13	6,633	227	26	220	445	—	160	7,229	<i>Waterford and Tramore.</i>
<i>railways are part of the "Fishguard and Rosslare" Railways and Harbours Company's undertakings.</i>									<i>Waterford and Wexford Lines.</i> <i>Waterford, Dungarvan, and Lisnacrogha Ferry and Lismore Lines.</i>
169,302	2,106,713	1,380,778	220,689	254,174	1,855,641	27,322	120,193	4,073,073	TOTAL.

* Includes receipts for carriage of mails by steam vessels belonging to the Companies.

Table X. (continued).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1904.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1904 (a).			TOTAL LENGTH, INCLUDING SIDINGS IN ROUTE, VALUED AS SINGLE TRACK.	PASSENGER TRAFFIC.			
	Double or more.	Single.	TOTAL.		Number of Passengers Conveyed (exclusive of Season and Periodical Tickets).			
					1st Class.	2nd Class.	3rd Class (including Parliamentary.)	TOTAL.
LIGHT RAILWAYS AUTHORIZED UNDER THE Miles.								
Albury and Tane Extension to Clonsilla.	.	.	.	.	Worked by the Great Southern and Western.			
Ballinacorney and Timoleague Junction.	.	.	.	.	See Timoleague and Courtmacsherry Extension, &c.			
Bellinakea and Clonsilla.	.	.	.	.	Worked by the Midland Great Western of Ireland.			
Beestbrook and Newry Tramway (Electric).	.	.	.	.	See under Electric Railway.			
Carrikerfergus Harbour Junction.	.	.	.	.	—	1	1	—
Cavan and Leitrim, Limited. Return for the year ended 31st October, 1904.	—	49	49	53	5,103	—	96,355	101,358
Clogher Valley Railway. Return for the year ended 30th September, 1904.	—	37	37	49	4,632	—	112,638	121,120
Cork and Muskerry.	.	.	.	.	—	18	18	19
Donoughmore Extension.	.	.	.	.	—	9	9	9
Loughrea and Athlone.	.	.	.	.	—	9	9	9
Worked by the Midland Great Western of Ireland.								
Schoil and Skibbereen Tramway and Light Railway (including Skibbereen Extension).	—	14	14	15	1,712	—	46,433	48,145
South Clare, Limited. Return for the year ended 31st October, 1904.	—	26	26	28	12,005	—	52,815	51,338
Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction.	—	9	9	19	5,122	—	40,981	46,923
Trillick and Dingle.	.	.	.	.	—	37	37	38
West Clare, Limited. Return for the year ended 31st October, 1904.	—	27	27	28	17,545	—	114,137	131,702
TOTAL.	—	227	227	241	106,594	—	872,798	978,542
LIGHT RAILWAY WORKED								
Beestbrook and Newry Tramway.	.	.	.	.	—	3	3	3
TOTAL, Light Railways, Ireland.	—	230	230	244	105,767	78,316	915,112	1,099,095
GRAND TOTAL, IRELAND.	651	2,645	3,290	4,438	1,471,707	3,282,725	23,775,136	28,959,628

(a) For length of line at each gauge see page 56.

RECEIPTS, &c., of IRISH RAILWAYS in 1904.

EXCEPT WHERE OTHERWISE STATED.

Season or Particular Epoch—equivalent Number in Annual Tickets.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			NAME OF COMPANY.
	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	TOTAL.	

TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.

	Tons.	Tons.				
—	7,708	—	—	520	520	Athlone and Town Extension to Clonsilla, Ballinacorney and Timoleague Junction, Ballinacorney and Clonsilla, Bosbrooke and Newry Tramway, Carrickfergus Harbour Junction.
25	10,000	20,184	Mixed.	101,233	101,233	Cavan and Leitrim, Limited.
—	3,027	17,955	Mixed.	101,351	101,351	Clogher Valley Railway.
66	4,922	12,510	Mixed.	87,274	87,274	Cork and Muskerry.
0	1,060	4,473	Mixed.	25,864	25,864	Donoughmore Extension, Loughran and Agham.
6	—	4,694	23,453	2,404	25,857	Schull and Skibbereen Tramway and Light Railway.
0	5,039	12,272	Mixed.	74,530	74,530	South Clare, Limited.
1	7,433	2,238	Mixed.	27,331	27,331	Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction.
13	700	13,804	Mixed.	77,990	77,990	Trillick and Dingle.
8	3,123	15,627	Mixed.	77,038	77,038	West Clare, Limited.
135	46,487	103,320	23,453	3,124	(b) 604,130	TOTAL.

BY ELECTRICAL POWER.

13	10,214	—	Mixed.	24,692	24,692	Bosbrooke and Newry Tramway.
154	62,131	160,319	23,453	3,124	(c) 628,728	TOTAL, Light Railways, Ireland.
167	1,227,124	3,760,501	11,387,990	3,208,018	(d) 17,921,315	GRAND TOTAL, IRELAND.

(b) Includes 677,669 miles run by mixed trains.

(c) Includes 602,151 miles run by mixed trains.

(d) Includes 1,450,392 miles run by mixed trains.

[continued on next page]

Table X. (continued).—Showing LENGTH of LINE, TRAFFIC, GROSS

YEAR ENDED 31ST DECEMBER, 1904.

NAME OF COMPANY.	RECEIPTS (GROSS) FROM PASSENGERS					
	RECEIPTS FROM PASSENGERS.					Excess Licence, Parcels, Carriages, Horse, Dog, &c.
	1st Class.	2nd Class.	3rd Class (including Parliamentary.)	Holders of Season or Periodical Tickets.	Total from Passengers.	
LIGHT RAILWAYS AUTHORIZED UNDER THE						
	£	£	£	£	£	£
<i>Athlery and Town Extension to Claremorris.</i>	<i>Worked by the Great Southern and Western.</i>					
<i>Ballinacorney and Timoleague Junction.</i>	<i>See Timoleague and Courtmacsherry Extension, &c.</i>					
<i>Ballinrobe and Claremorris.</i>	<i>Worked by the Midland Great Western of Ireland.</i>					
<i>Beebrook and Newry Tramway (Electric).</i>	<i>See under Electric Railways.</i>					
<i>Carrickfergus Harbour Junction.</i>	—	—	—	—	—	—
<i>Cavan and Leitrim, Limited. Return for the year ended 31st October, 1904.</i>	391	—	3,328	101	3,820	635
<i>Clogher Valley Railway. Return for the year ended 30th September, 1904.</i>	441	—	2,070	—	2,411	466
<i>Cork and Muskerry.</i>	1,307	—	4,827	230	6,464	634
<i>Donoughmore Extension.</i>	27	—	712	25	764	71
<i>Loughrea and Attigun.</i>	<i>Worked by the Midland Great Western of Ireland.</i>					
<i>Schull and Skibbereen Tramway and Light Railway (including Skibbereen Extension).</i>	127	—	1,200	20	1,353	175
<i>South Clara, Limited. Return for the year ended 31st October, 1904.</i>	990	—	3,551	40	3,991	253
<i>Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction.</i>	124	—	620	3	747	26
<i>Trillick and Dingle.</i>	434	—	3,113	38	3,545	670
<i>West Clara, Limited. Return for the year ended 31st October, 1904.</i>	1,567	—	5,677	45	7,000	592
TOTAL.	5,391	—	25,367	605	31,963	3,442
LIGHT RAILWAY WORKED						
<i>Beebrook and Newry Tramway.</i>	22	601	153	23	800	—
Total Light Railways, Ireland.	5,423	601	25,400	628	32,052	3,442
GRAND TOTAL, IRELAND.	109,163	242,710	1,482,061	78,922	1,908,391	300,584

RECEIPTS, &c., OF IRISH RAILWAYS IN 1904.

EXCEPT WHERE OTHERWISE STATED.

TRAFFIC.		RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Receipts from Steam-boats, Canals, Harbours, Docks, &c.	Miscellaneous: Rents, Tolls, Fines, &c.	Total Gross Receipts from all sources of Traffic.	NAME OF COMPANY.
Mt'n.	Total Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	Total Receipts from Goods Traffic.				

TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.

£	£	£	£	£	£	£	£	£	
—	—	—	—	118	118	2	—	118	Athlone and Town Extension to Clonsilla, Ballinacorney and Timoleague Junction.
49	4,481	4,165	2,122	1,120	7,353	—	12	11,336	Ballinacorney and Clonsilla, Rathbrooke and Newry Tramway (Electric), Carrickfergus Harbour Junction.
96	3,967	3,438	283	684	4,665	—	28	8,715	Cavan and Lifford, Ltd.
—	7,023	1,671	300	403	2,463	—	151	9,672	Cork and Muskerry.
—	825	308	71	103	517	—	30	1,382	Dunoughmore Extension, Loughrea and Attymon.
—	1,228	833	383	—	1,216	—	—	2,744	Schull and Skibberoo, Tramway and Light Railway.
395	4,045	1,635	435	461	2,771	—	27	7,466	South Clare, Limited.
20	353	660	62	216	708	—	26	1,656	Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction.
402	4,607	3,023	662	100	3,006	—	73	8,374	Trillick and Dingle.
415	5,076	2,890	1,267	256	4,533	—	30	12,639	West Clare, Limited.
1,402	36,947	18,689	5,631	3,764	23,094	2	420	64,563	TOTAL.

BY ELECTRICAL POWER.

11	825	—	—	825	829	—	68	1,707	Rathbrooke and Newry Tramway.
1,413	36,367	18,689	5,631	4,550	23,923	2	478	66,276	Total Light Railways, Ireland.
171,305	2,143,560	1,299,477	205,226	268,757	1,863,404	12,224	130,580	4,130,946	GRAND TOTAL, IRELAND

Table XI.—Showing WORKING EXPENDITURE, NET RECEIPTS,

YEAR ENDED 31ST DECEMBER, 1904.

NAME OF COMPANY.	Gauge of Line at 31st December, 1904.	Length of Line in Miles open on 31st December, 1904.	WORKING			
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Wagons.	Traffic Expenses (Coaching and Merchandise).
	Pt. in.	No.	£	£	£	£
Ballycastle,	3 0	16	908	1,938	341	885
Bantry Extension	Worked by the Cork, Brandon, and South Coast Railway Company.					
Belfast and County Down, (including the "Downpatrick, Killough, and Ardglass.")	6 3	78	10,372	23,863	8,158	22,018
Belfast and Northern Counties (a), (including the "Limavady and Dungiven.")	—	—	—	—	—	—
Ballymena and Larne and Cushendall Branches of the Belfast and Northern Counties.	—	—	—	—	—	—
City of Dublin Junction,	Worked by the Dublin, Wicklow, and Wexford.					
Clonsilla Extension,	Worked by the Cork, Brandon, and South Coast.					
Cork and Macroom Direct,	6 3	26	2,536	2,070	904	3,374
Cork, Brandon, and South Coast, (including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," "Clonsilla Extension," and "Dea Valley.")	6 3	95	12,761	14,909	4,654	13,074
Cork, Blackrock, and Passage,	3 0	16	1,047	3,007	340	2,047
Donegal—Return for the year ended 1st Nov., 1904, (including the "Donegal and Killybegs" and the "Stranorlar and Glenties.")	3 0	90	6,664	7,200	827	7,683
Dublin and Kingstown,	Lensed to the Dublin, Wicklow, and Wexford.					
Dublin, Wicklow, and Wexford, (including the "City of Dublin Junction" and "Dublin and Kingstown.")	6 3	101	40,686	50,872	12,919	45,894
Dundalk, Newry, and Greenore,	6 3	26	4,478	3,833	1,364	7,748
Great Northern of Ireland,	6 3	533	149,818	174,269	35,666	145,533
Great Southern and Western of Ireland, (including the "Athy and Tunn Extension to Clonsilla," "Collooney and Clonsilla," "Headford and Kenmare," "Killoggin and Valentia," "Southern," "Tralee and Fenit"; also the "Waterford and Fermoy" and "Wexford and Rosslare" sections of the "Fishguard and Rosslare Railways and Harbours Company.")	6 3	1,083	200,831	265,123	56,270	200,437

(a) See Midland (Northern Counties Committee).

AND ROLLING STOCK OF IRISH RAILWAYS IN 1904.

EXCEPT WHERE OTHERWISE STATED.

EXPENDITURE.									NAME OF COMPANY.
General Charges.	Rates and Taxes.	Government Passenger Duty.	Compensation to Employees under the Workmen's Compensation Act, 1897.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure (not included in the foregoing).	
£	£	£	£	£	£	£	£	£	
400	91	—	11	—	1	—	—	61	Ballycastle.
									<i>Santry Extension.</i>
5,681	3,295	—	254	15	18	1,631	3,832	14,213	Belfast and County Down.
—	—	—	—	—	—	—	—	—	Belfast and Northern Counties.
									<i>City of Dublin Junction.</i>
									<i>Clenashilly Extension.</i>
994	761	—	25	—	17	42	—	—	Cork and Macroom Direct.
2,206	2,171	—	268	3	38	181	—	785	Cork, Brandon, and South Coast.
1,287	310	—	64	—	3	13	5,509	90	Cork, Blackrock, and Passage.
2,152	725	—	58	—	48	272	—	318	Donegal.
									<i>Dublin and Kinstown.</i>
14,496	10,248	—	338	1,589	237	2,592	—	1,183	Dublin, Wicklow, and Wexford.
512	287	—	—	516	125	147	—	6,146	Dundalk, Newry, and Greencore.
28,630	31,746	—	742	3,045	1,325	2,421	—	21,117	Great Northern of Ireland.
40,772	46,131	—	3,308	328	2,933	6,219	(N)2,492	10,296	Great Southern and Western of Ireland.

[continued on next page]

(i) Cost of Queenstown Tenders.

D

Table XI. (continued).—Showing WORKING EXPENDITURE,

YEAR ENDED 31ST DECEMBER, 1904.

NAME OF COMPANY.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, Table V.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.
Ballycastle,	£ 3,904	£ 5,852	£ 1,888	68
Bantry Extension,	Worked by the "Cork, Bandon, and South Coast Railway Company."			
Belfast and County Down, (Including the "Downpatrick, Killough, and Ardglass.")	108,338	161,605	57,369	65
Belfast and Northern Counties (a) (Including the "Lisnagade and Dungiven.")	—	—	—	—
Ballymena and Larne and Cushendall Branches of the Belfast and Northern Counties.	—	—	—	—
City of Dublin Junction,	Worked by the Dublin, Wicklow, and Wexford.			
Clonsilla Extension,	Worked by the Cork, Bandon, and South Coast.			
Cork and Macroom Direct,	10,732	12,130	8,308	80
Cork, Bandon, and South Coast. (Including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," "Clonsilla Extension," and "Hen Valley.")	50,842	80,706	38,964	87
Cork, Blackrock, and Passage,	14,013	21,205	7,322	67
Donagh—Return for the year ended 1st Nov., 1901. (Including the "Donagh and Killybegs" and the "Stranorlar and Glenties.")	25,243	36,409	11,249	69
Dublin and Kingstown,	Leased to the Dublin, Wicklow, and Wexford.			
Dublin, Wicklow, and Wexford. (Including the "City of Dublin Junction" and "Dublin and Kingstown.")	178,083	205,150	116,473	65
Dundalk, Newry, and Greenore,	24,187	22,560	1,627	Deficiency.
Great Northern of Ireland,	690,425	1,000,813	406,388	60
Great Southern and Western of Ireland. (Including the "Athenry and Tuam Extension to Claremorris," "Collooney and Claremorris," "Headford and Kenmare," "Kilbeggan and Valentia," "Southern," "Tralee and Fermoy," also the "Waterford and Fermoy" and "Wexford and Rosslare" sections of the "Fishguard and Rosslare Railways and Harbours Company.")	821,806	1,370,957	555,002	68

(a) See Midland (Northern Counties Committee).

NET RECEIPTS, AND ROLLING STOCK OF IRISH RAILWAYS IN 1904.

EXCEPT WHERE OTHERWISE STATED.

ROLLING STOCK on 31st December 1904.						NAME OF COMPANY.
Locomotives.	CARRIAGES, WAGONS, TRUCKS, &c.					
	Carrriages used for the Conveyance of Pas- sengers only.	Other Vehicles at- tached to Passenger Trains.	Wagons of all kinds used for the Convey- ance of Live Stock, Minerals, or General Merchandise.	Other Carrriages or Wagons used on the Railway, not in- cluded in the preced- ing columns.	Total Number of Vehi- cles of all descriptions exclusive of Loco- motives.	
No.	No.	No.	No.	No.	No.	
3	13	2	20	—	74	Ballycastle. <i>Bantry Extension.</i>
30	153	19	617	37	336	Belfast and County Down.
—	—	—	—	—	—	Belfast and Northern Counties. <i>City of Dublin Junction, Clonsilla Extension.</i>
4	26	2	100	3	130	Cork and Macroom Direct.
20	47	17	334	20	478	Cork, Brandon, and South Coast.
4	28	—	25	—	54	Cork, Blackrock, and Passage.
11	24	10	157	23	224	Donegal. <i>Dublin and Kingsdown.</i>
58	223	65	804	22	1,214	Dublin, Wicklow, and Wexford.
6	15	10	120	7	231	Dundalk, Newry, and Greenore.
157	345	232	4,513	160	5,340	Great Northern of Ireland.
282	(b) 496	280	5,435	382	7,725	Great Southern and Western of Ireland.

(3) Includes 1 Rail Motor Carriage.

Table XI.—(continued).—Showing WORKING EXPENDITURE, NET

YEAR ENDED 31st DECEMBER, 1901.

NAME OF COMPANY.	Gauge of Line at 31st December, 1901.	Length of Line in Miles open on 31st December, 1901.	WORKING			
			Maintenance Works, &c.	Locomotive Power Consuming Stationary Engines.	Repairs and Renewals of Carriages and Wagons.	Traffic Expenses (Coaching and Merchandise).
	Ft. in.	No.	£	£	£	£
Ilen Valley,	Worked by the Cork, Brandon, and South Coast.					
Letterkenny,	Worked by the Londonderry and Lough Swilly.					
Lisnady and Dungloe,	Worked by the "Midland (Northern Counties Committee)."					
Lisnaw and Ballybunion,	(a)	9	558	225	79	235
Londonderry and Lough Swilly (including the "Carrington Extension," "Letterkenny," and the "Burtown Extension.")	3 0	09	6,110	9,300	045	7,800
Midland Great Western of Ireland, (including the "Ashill Extension," "Ballina and Killa," "Ballinrobe and Claremorris," "Galway and Clifden," "Loughrea and Ahtymon," and "Westport and Mallacanny.")	4 3	638	84,003	112,323	21,848	90,111
Midland (Northern Counties Committee) (including the "Lisnady and Dungloe.")	5 3	201	49,827	66,914	18,505	67,177
Ballymena and Larne and Cushendall Branches of the Midland (Northern Counties).	3 0	48				
	—	249				
Sligo, Leitrim, and Northern Counties,	5 3	42	5,300	9,053	2,526	3,754
Southern,	Worked by the Great Southern and Western.					
Trillick and Pail,	Worked by the Great Southern and Western.					
Waterford and Tramore,	5 3	7	768	1,178	199	624
Waterford and Wexford Line,	Worked by the Great Southern and Western.					
Waterford, Dungarvan, and Lismore, and Fermoy and Lismore Lines.	Worked by the Great Southern and Western.					
TOTAL,	—	3,066	981,732	724,468	165,814	610,519

(a) The Lisnaw and Ballybunion line is constructed with a single elevated rail.

RECEIPTS, AND ROLLING STOCK OF IRISH RAILWAYS IN 1904.

EXCEPT WHERE OTHERWISE STATED.

EXPENDITURE.

General Charges.	Rates and Taxes.	Government Passenger Duty.	Compensation to Employees under the Workmen's Compensation Act, 1897.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure (not included in the foregoing).	NAME OF COMPANY.
£	£	£	£	£	£	£	£	£	
									<i>New Valley.</i>
									<i>Letterkenny.</i>
									<i>Limerick and Dungiven.</i>
190	15	—	9	—	—	10	—	—	<i>Listowel and Ballybunion.</i>
1,901	237	—	80	—	97	772	—	—	<i>Londonderry and Lough Swilly.</i>
15,321	15,309	—	116	2,991	1,158	1,724	6,750	—	<i>Midland Great Western of Ireland.</i>
12,222	8,321	—	614	26	302	405	—	23,466	<i>Midland (Northern Counties Committee).</i>
969	149	—	63	—	60	5	—	1,965	<i>Sligo, Letterkenny, & Northern Counties.</i>
									<i>Southern.</i>
									<i>Trillick and Fintona.</i>
370	118	—	12	—	—	—	—	—	<i>Waterford and Transvaal.</i>
									<i>Waterford and Wexford Line.</i>
These railways are part of the "Fulford and Eastern" Railways and Harbours Company's Undertakings.									<i>Waterford, Dungarvan and Lismore, and Fermoy and Lismore Lines.</i>
129,584	124,918	—	5,522	8,456	7,487	17,684	18,693	79,219	TOTAL.

(Continued on next page.)

Table XI.—(continued).—Showing WORKING EXPENDITURE, NET

YEAR ENDED 31ST DECEMBER, 1904.

NAME OF COMPANY.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, AS GIVEN IN THE TRAFFIC RETURN, TABLE XI.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.
	£	£	£	
<i>Ilex Valley,</i>		<i>Worked by the Cork, Brandon, and South Coast.</i>		
<i>Letterkenny,</i>		<i>Worked by the Londonderry and Lough Swilly.</i>		
<i>Lisnawady and Dangan,</i>		<i>Worked by the "Midland (Northern Counties Committee)."</i>		
<i>Lisnawady and Ballybanion,*</i>	2,020	2,213	243	89
<i>Londonderry and Lough Swilly (including the "Orrdonagh Extension," "Letterkenny," and the "Bartonport Extension.")</i>	37,411	38,539	10,628	72
<i>Midland Great Western of Ireland (including the "Achill Extension," "Ballinacorney and Killybeg," "Ballinacorney and Claremorris," "Galway and Clifden," "Loughrea and Attymon," and "Westport and Mullacorney.")</i>	352,102	595,959	243,857	69
<i>Midland (Northern Counties Committee) (including the "Limavady and Dangan," "Ballymena and Larne and Cushendall Branches of the Midland (Northern Counties).")</i>	236,239	302,959	126,620	53
<i>Sligo, Leitrim, and Northern Counties,</i>	23,761	25,237	4,580	84
<i>Southern,</i>		<i>Worked by the Great Southern and Western.</i>		
<i>Tralee and Ferm,</i>		<i>Worked by the Great Southern and Western.</i>		
<i>Waterford and Tramore,</i>	2,340	7,239	2,899	46
<i>Waterford and Wexford Lines,</i>		<i>Worked by the Great Southern and Western.</i>		
<i>Waterford, Dungarvan, and Lisnawady, and Fermoy and Lismore Lines.</i>		<i>Worked by the Great Southern and Western.</i>		
TOTAL,	2,423,126	4,073,678	1,590,512	61

* The Lisnawady and Ballybanion line is constructed with a single elevated rail.

RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS IN 1904.

EXCEPT WHERE OTHERWISE STATED

ROLLING STOCK on 31st December, 1904.						NAME OF COMPANY.
Locomotives.	CARRIAGES, WAGONS, TRUCKS, &c.					
	Carrriages used for the Conveyance of Pas- sengers only.	Other Vehicles at- tached to Passenger Trains.	Wagons of all kinds used for the Convey- ance of Lard, Stock, Minerals, or General Merchandise.	Other Carrriages or Wagons used on the Railway, not in- cluded in the prece- ding columns.	Total Number of Vehi- cles of all descriptions, exclusive of Loco- motives.	
No.	No.	No.	No.	No.	No.	
						<i>Dea Valley.</i>
						<i>Letterkenny.</i>
						<i>Limerick and Dunglough.</i>
8	13	—	24	2	39	<i>Lisdowney and Ballyvaughan.</i>
15	26	12	248	5	301	<i>Londonderry and Lough Swilly.</i>
127	194	203	2,818	109	3,324	<i>Midland Great Western of Ireland.</i>
73	214	143	2,272	71	2,700	<i>Midland (Northern Counties Committee).</i>
11	18	13	182	—	213	<i>Sligo, Leitrim, and Northern Counties.</i>
						<i>Southern.</i>
						<i>Trillick and Fintona.</i>
4	17	1	9	2	29	<i>Waterford and Tramore.</i>
						<i>Waterford and Wexford Lines.</i>
						<i>Waterford, Dungarvon, and Lismore, and Ferry and Lismore Lines.</i>
818	1,393	1,149	19,027	819	22,999	TOTAL.

These railways are part of the "Fishguard and Rosslare"
Railways and Harbours Company's Undertakings.

Table XI. (continued).—Showing WORKING EXPENDITURE, NET
YEAR ENDED 31ST DECEMBER, 1904.

NAME OF COMPANY.	Gauge of Line at 31st December, 1904.	Length of Line in Miles open on 31st December, 1904.	WORKING						
			Maintenance of Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Removals of Carriages and Wagons.	Traffic Expenses (Coaching and Merchandise).	General Charges.		
LIGHT RAILWAYS AUTHORIZED UNDER									
Athlery and Tuam Extension to Claremorris.			Ft. in.	No.	£	£	£	£	
Ballinacorney and Timoleague Junction.			Worked by The Great Southern and Western.						
Ballinacorney and Claremorris.			See Timoleague and Courtmacsherry Extension, &c.						
Beesbrook and Newry Tramway (Electric).			Worked by the Midland Great Western of Ireland.						
Carrickfergus Harbour Junction.			See below under Electric Railways.						
Cavan and Leitrim, Limited.—Return for the year ended 31st October, 1904.			5 3	1	56	45	—	10	45
Cloher Valley Railway.—Return for the year ended 30th September, 1904.			3 0	49	3,195	3,573	878	2,572	694
Cork and Miskerry.			3 0	37	1,047	2,769	640	1,768	896
Donoughmore Extension.			3 0	18	1,757	2,641	510	1,916	635
Loughrea and Altham.			3 0	9	474	683	161	322	133
Schull and Skibbereen Tramway and Light Railway (including "Skibbereen Extension").			Worked by the Midland Great Western of Ireland.						
South Clare, Limited.—Return for the year ended 31st October, 1904.			3 0	14	1,676	1,102	542	660	349
Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction.			3 0	26	2,018	2,739	643	1,518	643
Trillick and Dingle.			5 3	9	555	1,030	150	402	255
West Clare, Limited.—Return for the year ended 31st October, 1904.			3 0	37	4,832	5,769	1,803	2,290	631
			3 0	27	3,433	4,821	1,355	2,601	1,067
TOTAL.			—	227	19,073	25,180	6,079	14,038	5,393
LIGHT RAILWAY WORKED									
Beesbrook and Newry Tramway.			3 0	3	90	208	82	696	375
TOTAL LIGHT RAILWAYS—IRELAND.			—	230	19,163	25,478	6,761	14,734	5,690
GRAND TOTAL—IRELAND.			—	(a) 2,296	600,885	769,916	172,576	624,813	131,260

(c) The following Statement shows the length of line at each gauge open in Ireland in the year 1904* :—

Gauge.	Ft. in.		Ft. in.	
	8	0	6	3
Length.	Miles.		Miles.	
	429		2798	

* Exclusive of the Listowel and Ballybunion Railway, nine miles in length, constructed with a single elevated rail.

RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS IN 1904.

EXCEPT WHERE OTHERWISE STATED.

EXPENDITURE.

EXPENDITURE.								NAME OF COMPANY.
Rates and Taxes.	Government Passenger Duty.	Compensation to Employees under the Workmen's Compensation Act, 1897.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	Steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expenditure (not included in the foregoing).	
THE TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.								
£	£	£	£	£	£	£	£	<i>Alicurry and Trest Extension to Clonsilla.</i>
								<i>Ballinacorney and Timoleague Junction.</i>
								<i>Ballinacorney and Clonsilla.</i>
								<i>Bombrook and Newry Tramway.</i>
17	—	—	—	—	2	—	—	<i>Carrikerbeg Harbour Junction.</i>
112	—	—	—	—	28	—	48	<i>Cavan and Leitrim, Limited.</i>
71	—	19	5	10	2	—	88	<i>Clogher Valley Railway.</i>
83	—	—	—	3	—	—	183	<i>Cook and Muskerrey.</i>
21	—	—	—	—	—	—	2	<i>Donoughmore Extension.</i>
								<i>Loughrea and Aghyrea.</i>
35	—	12	—	1	—	—	—	<i>Schull and Skibbereen Tramway and Light Railway.</i>
52	—	43	—	3	53	—	40	<i>South Clare, Limited.</i>
7	—	—	—	—	—	—	59	<i>Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction.</i>
80	—	31	10	14	23	—	—	<i>Trillick and Dingle.</i>
62	—	65	—	6	131	—	83	<i>West Clare, Limited.</i>
550	—	171	15	37	239	—	438	TOTAL
BY ELECTRICAL POWER.								
148	—	—	—	—	428	—	—	<i>Bombrook and Newry Tramway.</i>
698	—	171	15	37	667	—	438	TOTAL LIGHT RAILWAYS—IRELAND
125,816	—	6,093	8,471	7,524	15,301	15,693	79,707	GRAND TOTAL—IRELAND.

(continued on next page.)

Table XI. (continued).—Showing WORKING EXPENDITURE, NET

YEAR ENDED 31st DECEMBER, 1904.

NAME OF COMPANY.	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, Table X.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.
LIGHT RAILWAYS AUTHORISED UNDER				
	£	£	£	
<i>Atterly and Taun Extension to Claremorris.</i>				
<i>Ballisearthy and Timoleague Junction.</i>				
<i>Ballinrobe and Claremorris.</i>				
<i>Bessbrook and Newry Tramway (Electric).</i>				
<i>Carrickfergus Harbour Junction.</i>				
<i>Cavan and Leitrim, Limited—Return for the year ended 31st October, 1904.</i>	11,090	11,816	Deficiency 726	91
<i>Clogher Valley Railway—Return for the year ended 30th September, 1904.</i>	7,924	8,715	791	91
<i>Cork and Muskerry.</i>	7,712	9,072	1,360	80
<i>Doneaghmore Extension.</i>	1,726	1,382	344	—
<i>Loughrea and Athymon.</i>				
<i>Schull and Skibbereen Tramway and Light Railway (including "Skibbereen Extension").</i>	3,826	2,744	1,081	—
<i>South Clare, Limited—Return for the year ended 31st October, 1904.</i>	7,818	7,440	378	—
<i>Timoleague and Courtmacsherry Extension and Ballisearthy and Timoleague Junction.</i>	2,526	1,666	860	—
<i>Trillick and Dingle.</i>	15,422	8,374	7,048	—
<i>West Clare, Limited—Return for the year ended 31st October, 1904.</i>	12,505	12,620	115	—
TOTAL.	71,796	61,063	10,733	—
LIGHT RAILWAY WORKED				
<i>Bessbrook and Newry Tramway.</i>	2,605	1,707	898	—
TOTAL LIGHT RAILWAYS—IRELAND.	73,798	66,270	7,528	—
GRAND TOTAL—IRELAND.	2,650,504	4,130,948	1,483,614	62

RECEIPTS, and ROLLING STOCK of IRISH RAILWAYS IN 1904.

EXCEPT WHERE OTHERWISE STATED.

ROLLING STOCK on 31st December, 1904.						NAME OF COMPANY.
Locomotives.	CARRIAGES, WAGONS, TRUCKS, &c.					
	Carriages used for the Conveyance of Pas- sengers only.	Other Vehicles at- tached to Passenger Trains.	Wagons of all kinds used for the Convey- ance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Wagons used on the Railway, not in- cluded in the prece- ding columns.	Total Number of Vehi- cles of all descriptions, exclusive of Loco- motives.	
THE TRAMWAYS (IRELAND) ACTS, 1860 TO 1883.						
No.	No.	No.	No.	No.	No.	<i>Athlery and Town Extension to Clonsilla.</i>
—	—	—	—	—	—	<i>Ballinacorney and Timoleague Junction.</i>
8	12	12	110	6	140	<i>Ballyrobert and Clonsilla.</i>
6	13	7	97	—	117	<i>Bessbrook and Newry Tramway.</i>
6	19	8	53	(a) 4	83	<i>Carrickfergus Harbour Junction.</i>
1	2	1	12	—	15	<i>Cavan and Letterfrim, Limited.</i>
4	7	4	43	2	56	<i>Clogher Valley Railway.</i>
3	6	—	21	—	27	<i>Cork and Muskerry.</i>
3	4	—	20	—	24	<i>Doonaghmore Extension.</i>
7	16	—	63	—	79	<i>Loughrea and Attapue.</i>
7	17	7	74	12	116	<i>Seaball and Skibbereen Tramway and Light Railway.</i>
45	96	30	492	24	651	<i>South Clare, Limited.</i>
						<i>Timoleague and Courtmacsherry Exten- sion and Ballinacorney and Timo- league Junction.</i>
						<i>Trillick and Dingle.</i>
						<i>West Clare, Limited.</i>
						TOTAL.

BY ELECTRICAL POWER.

(3) 2	1	2	19	—	22	
47	97	41	511	24	673	<i>Bessbrook and Newry Tramway.</i>
865	1,980	1,150	19,408	867	23,575	TOTAL LIGHT RAILWAYS—IRELAND.
						GRAND TOTAL, IRELAND.

(a) Timber Trucks.

(b) Electric Motors.

Table XII.—Showing the EQUIVALENT NUMBER OF ANNUAL TICKETS issued from IRISH RAILWAYS, and the RECEIPTS therefrom in 1904.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				RECEIPTS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
Ballycastle,	1	1	—	2	2	2	2	6
Belfast and County Down,	635	1,792	—	2,427	5,574	11,549	—	17,123
Belfast and Northern Counties,	—	—	—	—	—	—	—	—
See Midland (Northern Counties Committee).								
Cork and Macroom Direct,	1	13	20	40	12	83	120	215
Cork, Bandon, and South Coast,	6	63	250	299	22	218	533	773
(Including leased and worked lines, for names of which see p. 35.)								
Cork, Blackrock, and Passage,	162	—	228	420	925	—	1,042	1,967
Donegal,	2	9	67	78	37	46	257	340
Dublin, Wicklow, and Wexford,	535	1,281	—	1,816	7,233	10,901	—	18,134
(Including leased and worked lines, for names of which see p. 35.)								
Dundalk, Nowry, and Greenore,	1	1	13	15	4	3	89	97
Great Northern of Ireland,	343	1,258	309	1,910	3,391	9,583	2,629	15,593
Great Southern & Western of Ireland,	156	510	337	1,003	1,938	4,454	3,566	10,008
(Including leased and worked lines, for names of which see p. 35.)								
Listowel and Ballyhannon,	1	—	3	4	3	—	23	26
Londonderry and Lough Swilly,	11	13	83	112	91	116	394	601
(Including leased and worked lines, for names of which see p. 40.)								
Midland Great Western of Ireland,	52	217	43	312	914	2,150	303	3,457
(Including leased and worked lines, for names of which see p. 40.)								
Midland (Northern Counties Committee)	203	277	792	1,272	2,106	2,546	5,271	9,923
(Including leased and worked lines, for names of which see p. 40.)								
Sligo, Letter, and Northern Counties,	10	18	26	54	83	51	62	196
Waterford and Tramore,	69	—	15	84	510	—	83	607
TOTAL,	2,180	5,483	2,913	10,576	22,707	41,163	14,534	78,404
LIGHT RAILWAYS.								
Bessbrook and Newry Tramway,	See below under Light Railway worked by Electrical Power.							
Cavan and Leitrim, Limited,	6	—	19	25	29	—	75	124
Croagh Valley Railway,	No of Season Tickets issued	—	58	68	37	—	165	230
Cork and Muskerry Light, Limited,	7	—	—	—	—	—	—	—
Donoughmore Extension,	—	—	9	9	—	—	25	34
Skull and Skibbereen Tramway and Light Railway,	—	—	5	5	—	—	20	25
South Clare,	3	—	6	9	17	—	23	45
Timoleague and Courtmacsherry Extension, and Ballinacorney and Timoleague Junction,	1	—	—	1	3	—	—	4
Trillick and Dingle,	2	—	11	13	20	—	18	38
West Clare,	3	—	6	9	20	—	25	45
LIGHT RAILWAY WORKED BY ELECTRICAL POWER.								
Bessbrook and Newry Tramway	—	18	—	18	—	23	—	41
TOTAL, IRELAND,	2,211	5,501	2,932	10,644	22,833	41,186	14,559	78,578

Table XIII.

RAILWAYS AUTHORISED UNDER THE LIGHT RAILWAYS (IRELAND) ACT, 1889, THE RAILWAYS (IRELAND) ACT, 1890, THE TRANSFER OF RAILWAYS (IRELAND) ACT, 1890, THE LIGHT RAILWAYS (IRELAND) ACT, 1893, AND THE RAILWAYS (IRELAND) ACT, 1896.

LENGTH of RAILWAYS authorised at 31st December, 1904, under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, the Light Railways (Ireland) Act, 1893, and the Railways (Ireland) Act, 1896; also the names of the Companies by which such lines are worked, or are to be worked.

Name of Railway	Length of Line.	Working Railway Company.
Achill Extension,	Miles. 8½	Midland Great Western of Ireland.
Ballin and Kibola,	8	Midland Great Western of Ireland.
Baltimore and Skibbereen,	7½	Cork, Brandon, and South Coast.
Bantry Bay Extension,	2	Cork, Brandon, and South Coast.
Buncrana and Carradonagh,	18½	Londonderry and Lough Swilly.
Clonsilla and Swinford,	17½	Great Southern and Western of Ireland.
Collooney and Swinford,	20½	Great Southern and Western of Ireland.
Donegal and Killybegs,	19	Donegal.
Dowpatrick, Killybegs, and Ardglass,	8	Belfast and County Down.
Galway and Clifden,	49	Midland Great Western of Ireland.
Headford and Kenmare,	19½	Great Southern and Western of Ireland.
Kilgerlin and Valentia,	26½	Great Southern and Western of Ireland.
Lettakenny and Burtonport,	40½	Londonderry and Lough Swilly.
Stranorlar and Glenties,	24½	Donegal.
Westport and Malinbeg,	18	Midland Great Western of Ireland.

SHIPPING.

It appears from the following Table, (XIV.), that the yearly average tonnage of vessels in foreign trade* which were *entered* in the Ports of Ireland during the ten years 1894-1903 was 1,174,473; the highest tonnage was 1,347,904 in 1903, and the lowest 1,022,536, in 1895; in 1904 the tonnage (1,317,265) entered was 30,639 under the tonnage for 1903, and 142,792, or 12·2 per cent., above the average for the ten years 1894-1903. The average tonnage of vessels in the coasting trade entered in the Ports of Ireland during the decade 1894-1903, was 5,639,317; the tonnage entered in 1904 was 5,783,961, being 118,399 above that for the year 1903, and 144,644, or 2·6 per cent., more than the yearly average for the ten years 1894-1903.

The average tonnage of vessels in the foreign trade* *cleared*† during the ten years 1894-1903 was 483,100; the tonnage cleared† in 1904 was 402,791, being 80,309, or 16·6 per cent., under the average, and 92,645 under the tonnage for 1903. The average tonnage of vessels in the coasting trade cleared during the ten years 1894-1903 was 4,367,234; in 1904 the tonnage was 4,496,235, being 129,001, or 3·0 per cent. more than the average for the decade 1894-1903, and 145,358 over the tonnage for 1903.

A Table (XV.) showing, for each of the Ports in Ireland, the number and tonnage of vessels entered and cleared during the year 1904, is given on page 64.

* Some of the vessels only partially discharged or loaded their cargoes. See Table XV.

† See note (*) on page 63.

Table XIV.—Showing, for each of the Years 1894–1904, the Tonnage of Vessels Entered and Cleared in the Ports of Ireland; and the Averages for the Ten Years 1894–1903.

Years.	Revenue.						Clearance.					
	Foreign Trade (with Exemption) (in Tons).			Coasting Trade (with Exemption).			Foreign Trade (with Exemption and in Ballast &c.)			Coasting Trade (with Exemption &c.)		
	Tonnage.	Imports.	Exports.	Tonnage.	Imports.	Exports.	Tonnage.	Imports.	Exports.	Tonnage.	Imports.	Exports.
1894.	1,091,189	59,598	—	1,081,184	59,598	—	1,011,000	57,589	—	1,081,791	59,598	—
1895.	1,087,166	—	51,954	1,072,173	59,598	—	1,001,507	51,540	—	1,074,079	—	51,954
1896.	1,083,989	56,593	—	1,073,344	—	57,254	954,980	51,595	—	1,111,937	56,593	—
1897.	1,138,711	56,593	—	1,138,119	57,754	—	1,071,909	111,400	—	1,221,590	—	5,695
1898.	1,148,133	—	51,998	1,138,140	—	59,998	1,010,000	—	51,998	1,238,191	59,711	—
1899.	1,107,581	57,598	—	1,075,197	—	59,598	1,071,611	—	51,598	1,231,731	—	59,598
1900.	1,107,131	—	56,593	1,085,605	—	59,598	1,011,611	51,598	—	1,231,731	—	59,598
1901.	1,106,597	51,598	—	1,071,107	73,598	—	1,011,100	—	57,711	1,231,731	—	59,598
1902.	1,101,573	51,598	—	1,081,598	111,731	—	1,011,711	—	51,598	1,231,731	—	59,598
1903.	1,101,164	51,598	—	1,081,598	111,731	—	1,011,100	51,598	—	1,231,731	—	59,598
Average, 1894–1903.	1,111,179	—	—	1,101,107	—	—	1,011,100	—	—	1,111,791	—	—
1904.	1,111,100	Decrease compared with Average, 1894–1903.	—	1,101,100	Decrease compared with Average, 1894–1903.	—	1,011,100	—	Decrease compared with Average, 1894–1903.	1,111,100	Decrease compared with Average, 1894–1903.	—

* Tonnage (single loads) leaving the Ports of Ireland, in ballast (single loads) shown here (tonnage in ballast) shown where Port in the United Kingdom, are not shown.

Table XV.—A Return showing the Number and Tonnage of Vessels Entered and Cleared in the Ports of Ireland, together with the Number and Tonnage of such Vessels as only partially Loaded or Discharged their Cargoes during the Year ended 31st December, 1904.

NAME OF PORT.	VESSELS and TONNAGE of VESSELS Entered and Cleared.								VESSELS and TONNAGE of VESSELS that only partially Loaded or Discharged their Cargoes. (Foreign * Trade only.)			
	ARRIVED.				CLEARED.				Vessels Inwards.		Vessels Outwards.	
	Foreign Trade (with Cargoes and in Ballast).		Coasting Trade (with Cargoes only).		Foreign Trade (with Cargoes and in Ballast).		Coasting Trade (with Cargoes only).					
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Belfast	401	424,300	5,804	1,041,094	479	337,682	7,388	1,476,648	348	337,732	1	409
Cork	369	149,564	3,148	109,779	38	18,280	1,972	301,549	86	42,150	-	-
Shannon,	7	3,711	409	51,680	3	1,203	300	24,328	3	940	-	-
Trillick	45	20,351	227	47,351	27	4,895	179	45,451	17	1,810	-	-
Dublin,	421	591,109	1,094	1,401,164	140	104,000	4,653	1,300,100	704	391,320	7	4,368
Breghniah,	16	9,770	284	69,137	3	712	322	77,250	2	889	-	-
Galway,	11	4,970	313	55,190	24	15,418	90	28,359	1	152	-	-
Sligo,	24	29,401	919	100,064	7	4,280	441	69,440	9	9,704	1	100
Wexford and Newport,	9	3,110	445	47,303	-	-	49	51,032	3	1,199	-	-
Limerick,	49	61,042	607	156,768	19	22,850	336	67,957	17	9,800	-	-
Londonderry,	49	64,458	1,408	190,287	21	7,987	950	307,791	3	407	1	734
Coleraine,	8	186	430	41,794	-	-	366	34,689	-	-	-	-
Kerry,	10	11,695	1,500	208,491	9	1,360	300	141,201	9	1,891	-	-
Donaghadee,	19	1,383	808	61,877	2	567	314	20,000	1	179	-	-
Waterford,	44	63,802	1,407	140,007	18	4,491	1,156	261,807	9	3,953	-	-
Wick,	4	710	140	69,009	9	650	358	12,764	-	-	-	-
TOTAL,	1,389	1,801,106	36,479	6,700,060	601	464,708	10,137	4,460,136	948	660,497	10	5,051

In conclusion, I beg to state that the Department are much indebted to the Authorities of the various Joint Stock Banks of Ireland, and of the Post Office Savings Bank Department; the Comptroller-General of the National Debt Office; the Governor of the Bank of Ireland; the Chairmen and Directors of the several Railway Companies; the Board of Trade; and the Board of Customs; for the valuable information which they so promptly afforded in connection with the compilation of the Statistics in this Report.

I have the honour to be,

SIR,

Your obedient Servant,

W. G. S. ADAMS,

*Superintendent of Statistics
and Intelligence Branch.*

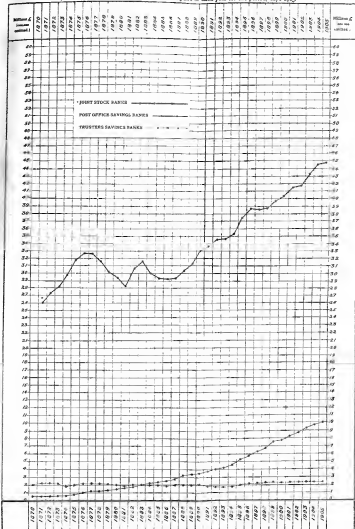
DEPARTMENT OF AGRICULTURE

AND TECHNICAL INSTRUCTION FOR IRELAND,

UPPER MERRION STREET,

Dublin, 28th September, 1905.

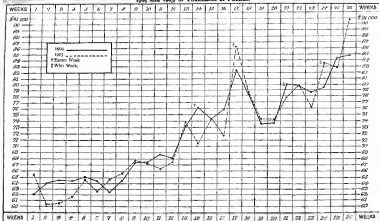
Diagram A.—Showing Deposits and Cash Balances in Joint Stock Banks and Amounts of Deposits in Post Office and Trustee Savings Banks in Ireland in June of each year for the period, 1870-1905.



* Figures for each province in thousands of pounds.

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STATISTICS AND INTELLIGENCE BRANCH.

1904 and 1905 in Thousands of Pounds.



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